

# The Hongkong Telegraph.

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## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 11, 1909.

### MINING ENTERPRISES IN THE NEW TERRITORIES.

(6th September.)

Although there has been an expressive silence with regard to the operations of the syndicates which have been engaged in prospecting the New Territories for minerals, evidence is still preserved in the minds of experts that valuable deposits are to be found on the mainland in close proximity to Hongkong. Unfortunately it has not been proved so far that the mineral wealth of the New Territories exists in paying quantities. But that is no reason to suspect that the speculators who are at the head of the concerns which have engaged men of experience to undertake the work of prospecting are at all dismayed. It may be assumed that if any rich find is made the fact will not be blazoned forth to the world, for such an announcement would have the effect of inducing bands of prospectors to leave the Philippines in order to gain wealth on British soil. All the indications go to prove that the opinion held by those who might be expected to know as to the mineral resources of the New Territories is well-founded, even if the success anticipated has not yet rewarded the efforts of the mining experts. Already iron ore has been discovered in considerable quantities and the Hongkong Iron Mining Co., which was promoted to protect the interests of the local syndicate which with Sir Paul Chater at its head was the first to take out a mining licence under the Ordinance is steadily seeking to exploit the undeveloped resources of the Colony. We can remember that high hopes were entertained of the paying quality of the iron ore but there have been several drawbacks, due to the cost of extracting the mineral and, it may be, to the fact that the deposits were thin and sparse, and the lack of proper facilities for carrying out smelting operations cheaply and expeditiously. As stated last week, another syndicate is at work looking for gold, and should it prove to be the case that there is a prospect for this metal we shall see the New Territories in the throes of a "boom" which may or may not be beneficial to Hongkong. It does not matter that the gold quartz discovered by the prospectors was assayed at a non-paying value—the supreme fact is that gold has been found. One is inclined to wonder whether those engaged at the Beacon Hill tunnel made any effort to learn whether there was anything in the supposition that mineral possibilities did exist in Hongkong's hinterland, for it might be conjectured that if the Kowloon hills were auriferous traces would have been found in the material excavated and those engaged in the search for ores would have had something to go upon. Of course it is not to be expected that a gold mine is likely to be located at the first time of investigation or that coal and iron are to be found right off the reel. The probability is that if the prospectors are to succeed at all it will be more by accident than anything else. Most, if not all, of the world's mines have been stumbled on rather than laboriously prospected, and it has not always been the experts who have been the fortunate individuals to secure the riches. Altogether it would seem that there are at present three mining syndicates on the outlook for minerals in the New Territories, and it is practically certain that no sooner will one of these enterprising ventures find the basis of a fortune than others will spring up and overrun the country in the race for wealth. Were the mining industry to prove anything like remunerative then Hongkong might snap her fingers at the question of taxation and the development of the Federated Malay States as a rubber-producing centre. For those reasons, if for no other, the Colony will watch with interest the progress of the mining syndicates, in the hope and belief that their success will tend to benefit Hongkong in the near future.

### THE CURSE OF THE BOYCOTT.

(8th September.)

The full text of the judgment in connection with the recent trouble at Kiu-chang, which we reproduced from the columns of the North-China Daily News in our yesterday's issue, throws further light on the mischievous methods adopted by irresponsible agitators by way of retaliation for a wrong, real or imaginary. Recent events have firmly established the fact that the boycott has come to be regarded as a formidable weapon by a certain class of Chinese by means of which it is sought to cripple the interests of the unfortunate victims who might have unintentionally aroused their petty wrath. Ample proof has been provided that every little pin-prick which would pass unnoticed by folk with a modicum of commonsense is magnified by casuists to represent gross injustice, with the inevitable result of the institution of a boycott. We will not dwell upon the merits of the boycott as an effective method in the settlement of disputes, but a brief résumé of the unfortunate occurrences at Kiu-chang will doubtless prove useful to those who have not followed the case. It appears that a Chinaman met his death some time ago at Kiu-chang, owing to it is alleged, to a poke from a British inspector named John Mearns. As was to be expected, the Chinese raised an outcry against what they considered an outrage, with the result that an inquiry was held at H.B.M. Consular Court, presided over by Mr. E. T. O. Werner, H.B.M. Consul and Judge, to find out whether Mearns was guilty of manslaughter. The evidence was thoroughly sifted and Counsel on both sides given a patient hearing, at the conclusion of which the learned Judge held that the evidence adduced was not sufficient to justify putting the accused party on his trial and the defendant was accordingly discharged. Notwithstanding the impartial and unbiased decision which led to the release of the defendant, a number of deceased's compatriots expressed dissatisfaction with the result of the inquiry and held mass meetings whereat it was urged to declare a boycott against British merchants. The proposers of the aggressive measures were mostly students and merchants, who seem to have arrived at a tacit understanding that they were to work in joint co-operation. British vessels have since suffered as the direct result of the people's discontented attitude and trade has already been diverted elsewhere. In fact, the trouble is threatening to assume serious proportions and unless something is done to check this indirect means of satisfying private pique, it is certain that the boycott propagandists will carry out their sinister designs with a vengeance. It is not to be expected that the fanatical gentry are likely to listen to rational argument, and it is therefore of the utmost importance that the authorities at Peking should give serious consideration to meet the evil, which has of late become marked. It should be plainly impressed on the ignorant natives that a serious dislocation of business will by no means be tolerated. The lethargic and indifferent power behind the throne has too long continued in its policy of *laissez faire* and it is time the Imperial authorities have been roused to a sense of their responsibility. It is a curious reflection on a people who are ostensibly pursuing a progressive policy to use means which retard that free progress which is essential to a rising nation. The boycott, if too much resorted to, is the surest indication of the weakness of a people, who are driven to this form of settling vexed questions owing to their impotency in devising other and more sensible means. Besides, a boycott is a two-edged weapon and any injury which results from it is bound to tell as much on the aggressive party as on the unfortunate victim. History has proved that a boycott cannot be of lasting effect owing to its inherent weakness and to argue otherwise would be like saying that two blacks make a white. We agree with a Northern contemporary that a little strenuous action on the part of Peking to nip in the bud this growing menace to British prestige in China is all that is necessary. At all events, no real benefit will result without Chinese aid and that from an influential quarter.

### Telegrams.

#### "HONGKONG TELEGRAPH" SERVICE.

#### THE CHIENTAO DISPUTE.

AGITATION IN SHANGHAI.

[By courtesy of the "Sheung Po."]

Shanghai, 3rd September.

Owing to the unsatisfactory settlement of the Chientao dispute, the merchants, gentry, and others in Shanghai have formed a society with a view to utilising their best efforts against a certain country after the manner of "a civilized opposition."

#### MACAO'S DELIMITATION.

##### SHANGHAI CANTONESE OPPOSITION.

[By courtesy of the "Sheung Po."]

Shanghai, 3rd September.

A telegram has been addressed by the Kwang Shiu (Cantonese) Guild to the *Sheung Po* newspaper in Hongkong to urge Commissioner Kao Erh Chien to maintain a firm attitude in regard to the Macao Delimitation question.

#### NAVAL COMMISSIONERS.

##### THE ITINERARY.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

Naval Commissioners Prince Shun Pui-lap and Admiral Sah Peng-ching having completed their tour of inspection of the proposed bases at Chekiang and Fukien will proceed to Canton, whence they will continue their tour by journeying on the Yangtze and inspect the forts en route. At the conclusion of which they will travel by rail to Peking.

After submitting their report to the Throne the Naval Commissioners will proceed to foreign countries in pursuance of their special mission.

### TIBET.

#### THE LLAMA'S MEMORIAL.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

The Prince Regent has instructed Grand Councillors Tsai Cheuk and Luk Ching-lum to submit to him the best recommendation contained in the Llama's memorial in the interest of Tibet, so that they may receive his sanction for adoption.

#### MEMORIALS.

##### PRESENTATION ENCOURAGED.

[By courtesy of the "Sheung Po."]

Peking, 3rd September.

The Prince Regent has given instructions to Tsai Cheuk and Luk Ching-lum to inform all officials that they are at liberty to memorialize on any matter of interest that may be brought within their notice.

By doing so, His Imperial Highness hopes to be kept informed of the needs and wishes of the people.

#### CHINESE NAVAL COMMISSIONERS.

##### ARRIVAL AT FOCHOW.

##### ARSENAL INSPECTED.

[From Our Own Correspondent.]

Fochow, 5th September.

6.20 p.m.

The Chinese cruiser with the Naval Commissioners—Prince Shun Pui-lap and Admiral Sah Peng-ching—escorted by two others arrived here this afternoon.

The usual complimentary salutes were exchanged between the men-of-war and the shore batteries.

The special Commissioners have landed, and have since proceeded on an inspection of the arsenal.

Admiral Sah was recently discussing the Naval question with certain high officials when one of them suggested that the Throne should be memorialized to establish a Board for Naval Affairs forthwith. The Admiral replied that this was not the time for such a proceeding, that as the Naval organization of the foreign Powers was changing every day, and that what was formerly considered perfect was now obsolete and useless. Now the Throne had decided to reconstruct the Navy in order that the country might become powerful and had on account of his experience in naval matters entrusted that important and responsible task to Admiral Sah. It was thirty years since he was a Naval cadet in England, and if a Board for Naval Affairs were now created in accordance with the system of his school-days, China would be the laughing stock of the whole world. What he proposed to do now was to send students to the foreign navies and to go abroad himself to study the present naval systems of the Powers, and then to establish a special board for the Navy on the latest principles. Besides, as not a single battleship had as yet been built, nor had the site of a single naval port been decided upon it would be a waste of money to establish a Naval Board at present.—*Shanghai Times.*

#### MACAO'S DELIMITATION.

##### A CANTON TELEGRAM.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

A telegram has been received from the Canton officials to the effect that the Macao boundary question can be settled amicably and without loss of China's sovereign rights.

#### VICEROYAL APPOINTMENTS.

##### IMPERIAL DECREE ISSUED.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

An Imperial decree has been issued appointing—  
Sik Liang, Viceroy of the Three Eastern Provinces,  
Cheung Sau, Viceroy of Fukien,  
Chang Kwei-lung, Viceroy of Hukwang,  
Chang Jen-chun, Viceroy of Liang Kiang, and  
Yuan Shu-Hsun, Viceroy of the Liang Kwang,  
as Commanders-in-Chief of the Navy and urging them to submit schemes for raising funds for the re-organization of the Navy.

#### ANTUNG-MUKDEN RAILWAY.

##### MILITARY GUARDS WITHDRAWN.

[By courtesy of the "Sheung Po."]

Peking, 5th September.

The Japanese military guard stationed at the Antung-Mukden Railway has been withdrawn.

#### NAVAL COMMISSIONERS.

##### THE SOUTHERN TOUR.

[By courtesy of the "Sheung Po"]

Peking, 5th September.

The Tartar General of Canton has obtained leave from the Central Government to accompany Prince Shun and Admiral Sah on their tour of inspection.

Later.

Prince Shun and Admiral Sah have telegraphed to the Central Government that they have left Chekiang for Fochow.

#### CANTON-KOWLOON RAILWAY SENSATION.

##### ABSCONDING CHIEF ACCOUNTANT.

##### BUTLER WRIGHT'S ARREST IN SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 6th September.

4.40 p.m.

Mr. W. Butler Wright, Chief Accountant of the Canton-Kowloon Railway (Chinese Imperial section), was arrested on board the T.K.K.'s s.s. *Tonyo Maru* on the vessel's arrival at Shanghai.

Butler Wright was brought before the Police Court to-day on a charge of the alleged embezzling of a sum of thirteen thousand dollars.

Mr. Wright was remanded in custody for one week.

[News was received yesterday in the Colony that Mr. Wright had absconded, after having been responsible for certain alleged shortage of railway funds under his control. The information was received with considerable reserve in view of the fact that Mr. Wright has to his credit a long and faithful record of service. The above telegram, however, confirms the gravity of the report.—Ed., H.K.T.]

#### THE NAVAL COMMISSIONERS.

##### PRINCE SHUN RETURNS TO PEKING.

[By courtesy of the "Sheung Po."]

Amoy, 6th September.

Prince Shun Pui-lap having been denounced has proceeded to Peking and abandoned the intended visit to Canton.

Admiral Sah Chen-ping has left for Canton and is due to arrive at Hongkong on the 8th inst.

[From inquiries made in Hongkong, we learn that Prince Shun has not returned to Peking but will continue to prosecute his mission and is due in Hongkong, with Admiral Sah, tomorrow morning.—Ed., H.K.T.]

#### CHINA AND JAPAN.

##### RAILWAYS AND TELEGRAPHS.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

The Waiwupa has agreed to Japan, extending the railways and telegraphs from Kat-lum to Wui-ning; opening treaty ports; the joint exercise of judicial powers by China and Japan, and the working of the Tien-po-shan mines.

No railways or telegraphs will, however, be allowed at Liu-sai.

An agreement embodying the foregoing terms was signed on the 4th inst.

#### MACAO'S DELIMITATION.

##### CHINESE COMMISSIONERS' INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

The Central Government has cabled to H.E. Kao Erh Chien, the Macao Delimitation Commissioner, that he must oppose any demand for compensation which may be advanced by the Portuguese Government for surrendering any territory not included within the original limits of the settlement of Macao.

#### CHINESE IN CANADA.

##### EXEMPTION FROM POLL-TAX.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

A memorial has been received from Lord Li Ching-fong, Chinese Minister to the Court at St. James, stating that Canada has agreed to exempt Chinese from the poll-tax.

#### CANTON PROVINCIAL TREASURER.

##### RESIGNATION ACCEPTED.

[By courtesy of the "Sheung Po."]

Peking, 6th September.

An Imperial decree has been issued accepting the resignation of Wu Seung-lum from the Provincial Treasurership of Canton.

#### BRIDGING THE YALU.

##### A JAPANESE PROJECT.

[By courtesy of the "Sheung Po."]

Tokio, 7th September.

The Japanese Government has decided to appropriate a sum of Yen 3,000,000 for the construction of a long bridge across the Yalu in order to connect with Korean territory.

#### VICEROY OF FUKIEN.

##### PROCEEDING TO PEKING.

[By courtesy of the "Sheung Po."]

Fochow, 7th September.

Viceroy Cheung Sau, of Fukien, having been denounced as an opium smoker, has applied for leave to proceed to Peking to submit himself to observation.

He will start for the capital in the eighth moon.

#### NAVAL COMMISSIONERS.

##### DEPARTURE FROM FOCHOW.

[By courtesy of the "Sheung Po."]

Amoy, 7th September.

Prince Shun Pui-lap and Admiral Sah left Fochow for Canton on the 6th inst.

Prince Shun proceeds to return to Peking from Canton on the 10th inst.

[The Naval Commissioners arrived in Hongkong this morning.—Ed., H.K.T.]

#### MINISTER TO WASHINGTON.

##### DEPARTURE FROM PEKING.

[By courtesy of the "Sheung Po."]

Peking, 30th September.

H.E. Cheung Yam-tong, Chinese Minister-designate to Washington, left Peking on the 7th inst. for Shanghai.

#### ANTI-OPIUM CAMPAIGN.

##### CANTON VICEROY'S INQUIRY.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

Viceroy Yuan Shu-Hsun, of Canton, has telegraphed to the Grand Council asking that inquiries be instituted in order to ascertain whether any anti-opium officials are not themselves addicted to the opium habit.

#### FLOOD RELIEF.

##### AN UNAPPROVED RECOMMENDATION.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

Viceroy Chan Kwei-lung has presented a memorial recommending that those who contribute over \$10,000 to the flood relief funds be given permanent offices.

The Ministry of Finance is averse to the recommendation.

#### CANTON TREASURERSHIP.

##### CHAN KWEI-LUM APPOINTED.

[By courtesy of the "Sheung Po."]

Peking, 7th September.

An Imperial edict has been issued appointing Chan Kwei-lum Provincial treasurer of Canton and To Tai-kwan as Provincial Judge of Kwangai.



# KIUKIANG MANSLAUGHTER CASE.

## RETRIAL SUGGESTED.

[By courtesy of the "Shing Po"]

Peking, 8th September.

In a representation to the Waiwpu Sir John Jordan, the British Minister, suggested that the Kiukiang manslaughter case in which Inspector John Moors was tried and acquitted might be referred to Peking and a joint trial held by the Chinese officials and the British Minister.

The Waiwpu has not yet given any reply.

# STUDENTS FROM AMERICA.

## A STIFF EXAM.

[By courtesy of the "Shing Po"]

Peking, 8th September.

An examination of students who have returned from America has been held, but the set of questions put was so stiff that hundreds of the students returned blank papers without attempting any reply to the questions.

# INLAND NAVIGATION.

## GRAND COUNCILLORS IN CONFERENCE.

[By courtesy of the "Shing Po"]

Peking, 8th September.

On the 8th inst. the Grand Councilors held a conference on the desirability of reducing the stamp duties and also of making regulations governing small craft of foreign nations plying in inland waters and also the visits of foreign warships to inland waters.

# THE NAVAL COMMISSIONERS.

## ARRIVAL AT CANTON.

Cordial reception accorded.

[From Our Own Correspondent.]

Shanghai, 9th September, 3.20 p.m.

The Naval Commissioners arrived at Whampoa at six o'clock this morning, making a brief stay there.

They were met on arrival by Viceroy Yuan Shu-hen and escorted to Canton, a mosquito fleet of gunboats providing a convoy, which produced a grand spectacular effect.

The official landing took place at the Government Tien Tze Wharf this afternoon at two o'clock.

The officials, gentlemen and people united in a cordial reception of the special Commissioners.

# MINISTER TO WASHINGTON.

## DEPARTURE DEFERRED.

[By courtesy of the "Shing Po"]

Peking, 9th September.

H.E. Cheung Yau-tong, Minister-designate to Washington, has postponed his departure for America until the beginning of November.

Some other officials will be appointed to accompany the students to the United States.

# CHANG CHIH-TUNG.

## APPLICATION FOR RETIREMENT.

[By courtesy of the "Shing Po"]

Peking, 9th September.

Grand Councillor Chang Chih-tung has applied for leave to retire. He has recommended Hsu Hsi-chang for appointment in his place.

His request has not been acceded to.

# CHIENTIAO.

## JAPANESE CONSULATE PROPOSED.

[By courtesy of the "Shing Po"]

Peking, 9th September.

The Japanese Minister insists upon the establishment of a Consulate at Chientiao, and that the Korean territory be placed under Japanese jurisdiction.

In view of the importance of the subject, the Waiwpu has not yet made any reply.

# TYPHOON WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:

September 6th, at 11.30 a.m. Depression North-east China Sea.  
September 7th, at 11.30 a.m. Cyclone over N. China Sea developing.  
September 9th, at 11.30 a.m. Cyclone over N. China Sea moving W.N.W.  
September 9th, at 11.30 a.m. Cyclone over N. China Sea moving W.N.W.

# IN BANKRUPTCY JURISDICTION.

## ORDER ISSUED FOR CHIKAMAW'S ARREST.

In the course of a case in the Bankruptcy Court last Thursday, Mr. A. C. H. Fletcher, Acting Official Receiver, applied for the arrest of a Chinese witness for an offence under the Bankruptcy Ordinance. The witness in question, who alleged to have secretly removed a number of cases containing silver prior to his examination, had been taken to the Court by the Official Receiver, from which it appeared that the witness had ordered the removal of 500 cases of silver, having an approximate value of \$500,000, to a warehouse at Canton Road West. The Chief Justice (Mr. Justice Figgott) issued a warrant for the delinquent's arrest and at the same time ordered the plaintiff to be allowed a further order against the Chinese witness in the sum of \$500 for his appearance in Court and also made order.

# Liquor Import Duty.

## TEXT OF BILL.

### DISCUSSION BY LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council yesterday afternoon, the Attorney General moved the first reading of a Bill entitled an Ordinance to provide for the collection of a Revenue of Excise upon Intoxicating Liquors.

The Colonial Secretary seconded. His Excellency the Governor said that in a sense the Bill before the Council overlapped, and to some extent, the Bill of the House of Representatives. The system of raising revenue by the imposition of an import duty had received the most minute consideration of the Government. His Excellency was aware of, and was fully alive to, the fact that the proposal before the Council would raise a monopoly in favour of certain dealers who would raise the price of liquor to any extent without any good reason accruing to the revenue and would also cause the loss of a valuable source of revenue to the Government. At a former meeting of Council, His Excellency had proposed that certain establishments should be taxed for selling liquor and had included clubs in the proposal. His Excellency outlined the difficulties which beset the Government's path and said that, after very mature consideration, it was proposed to adopt the present method.

Proceeding, His Excellency pointed out that the proximity of Macao and the mainland of China increased the liability of smuggling. Liquor once smuggled into the Colony, could not be detected like opium in the Opium Farm. The question was, in the local Press, which had the effect of focusing public attention on the best methods to be adopted. The Council members of Council had consulted their constituents, as a result of which they held a meeting, which resulted in a number of resolutions being passed. It struck His Excellency as being extraordinary that the Council should have failed to put a unanimous resolution and who had further taken the somewhat unusual course of sending a copy of the resolutions to the Press. His Excellency said that assuming that an import duty on liquor was imposed, there were several methods in which this could be done. First of all, there was the contract method, which, however, had drawbacks, which His Excellency detailed at length. The profits of the contractor, His Excellency declared, would form an extra burden on the community. No doubt, there was a prejudice against the system. The second method of collecting import duties would be to prohibit smuggling. Detection would be easy and the risk attaching to a contravention of the law would be so great that it would not be likely that any respectable citizen would run the risk. Continuing, His Excellency said that reasonable time would be given for the exhaustion of existing stocks—say six months. After that period, all liquor would be liable to payment. Lastly, there was the system to which Government proposed to give trial. His Excellency was of opinion that the simplest way to consider the Bill was to examine briefly the duties of the Bill. The Bill was based on the Liquor Ordinances of the Straits Settlements. The duty imposed on Chinese liquor was not identical with that obtaining in the Straits Settlements. The duty was considered acceptable and fair by the Chinese. His Excellency referred to the system of the Straits Settlements, which His Excellency said would obviate the storage of liquor in public godowns, and therefore prevent smuggling. It was inevitable that the introduction of any Bill in any country in which any duty was imposed should be passed with expedition in order to avoid importations in anticipation. His Excellency hoped that Government would get the assistance of unofficial members and that they would be able to pass the Bill at the next meeting. The Bill was the subject of a resolution on the 17th. August would only take a different form. The Bill as it stood at present gave large powers to the Governor-in-Council. In the circumstances in which they were placed, it was necessary to take the most practical and useful course. It was unlikely that any respectable Europeans would have their baggage interfered with, but without that safeguard, any coolie could bring liquor into the Colony and, as regards machines, provided by law. As regards the excise, it was obvious that a duty could not be imposed on one class of liquor to the exclusion of others. His Excellency hoped that the right to search provided by the Bill would in practice remain a dead letter. No one was more jealous of Hongkong's position as a free port than His Excellency. (Applause.) As liquor was a bulky article, smuggling could only be worth while in large quantities, while the profits on a case of morphine were large. His Excellency had already been informed that the Chinese community, consumed as much, if not more, foreign liquor as other sections of the community. In conclusion, His Excellency said he looked confidently to the unofficial members to assist the Government to pass the Bill at an early date (Applause).

Hon. Mr. E. A. Hewitt said that the Bill was prepared somewhat hurriedly. A member had seen a copy before last night. There was much to commend it. His Excellency was somewhat too optimistic. Before it could be passed extensive modifications would have to be asked for. He recognised the necessity of increasing the revenue and that at an early date—but a Bill could not possibly be rushed through. The Bill was to be considered not only by the Legislative Council but by the House of Representatives. The speaker said that the Bill would have to be modified to meet the views of the community. The Government could safely rely on the hearty co-operation of the Chamber of Commerce. The Bill, however, did not meet with the views of a considerable section of the community.

Hon. Mr. Murray Stewart said:—Your Excellency—It is true as the Hon. Member for the Chamber of Commerce has said that he had intended with your permission briefly to address the Council even at this early stage, with a view to acceleration of the passage of the Bill through the second reading. My idea is so doing is to indicate to the Government where their proposals are likely to excite opposition. Originally opposition to putting an import duty arose out of fear that this could not be done without creating a monopoly in the hands of a few dealers. I am personally, of course, in favour of the Bill, but I am compelled to see the preservation of Hongkong as a free trade port. No one believes more firmly than I do in the absolute necessity for maintaining that. At an interview granted to the unofficial members at Government House to which your Excellency has returned I spoke strongly against examining the progress of European passengers by ocean steamers. It was only because of the necessity for maintaining the position in Hong Kong that such a thing had been done. No part of a scheme of import duty is a part of the idea of importation. In subscribing to the unofficial members' recommendation to impose a duty on liquor, the belief that such petty smuggling is being done is not a part of the scheme.

by European passengers, need not seriously engage the attention of the Government, whose business of collecting the duty was to be conducted through the Harbour Office by a simple line calculated to create the least possible amount of friction. Only do such things did I advocate an import duty and only in so far as such lines are addressed to by the terms of the Bill does it command my support. I am opposed to the idea of granting immediately powers which provide for the institution of a Customs service—powers conferred by sections 30 to 35. The latter clause, providing for domiciliary visits in dwelling houses, is particularly repugnant to me. Your Excellency has just said that you will undertake that these powers will not be invoked vexatiously. I am sure that such will always be your Excellency's desire. But you must be aware that such powers will be put into the hands of subordinate officers until the absolute necessity for it has been proved to exist. I suggest that regulations conferring such powers might be made hereafter by resolutions of this Council, to be passed when, in the public interest, it is seen to be necessary. I suggest that the Government should so modify this Bill, I quite appreciate the necessity of effecting it quickly, if at all. (Applause.)

The Bill was read a first time.

The Bill contains 54 sections, the main provisions of which we give below. The preamble reads:—Whereas it is considered expedient that duties should be levied upon intoxicating liquors, and whereas it is advisable that, pending the revision and consolidation of the law relating to such liquors, steps should be taken to make provision for the immediate collection of such revenue; Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—Section 1 gives the interpretation of terms.

Section 2 gives the interpretation of terms. (1) There shall be paid upon intoxicating liquors hereafter imported into distilled made or prepared in the Colony the duties following, namely:—On all spirituous liquors, \$3.20 per gallon. On all sparkling wines, 2.00 per gallon. On all still wines, 1.33 per gallon. On all other liquors, 0.50 per gallon. On all native wines and spirits, 0.25 per gallon. It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties.

(2) The duty upon intoxicating liquors imported by sea in any ship other than a junk as defined by the Merchant Shipping Ordinance, 1899, shall be payable as follows:—(a) If such liquors are not forthwith in accordance with the conditions of a permit issued under this Ordinance, removed into a King's or licensed warehouse or into another ship before the removal of them from the ship in which they are imported; (b) If such liquors are forthwith removed into a King's or licensed warehouse, or into another ship, a copy of the permit from such King's or licensed warehouse, unless such removal is for export or into another King's or licensed warehouse.

(3) The duty upon intoxicating liquors imported by junk or by land shall be payable at such time and place as may be prescribed by rules made under this Ordinance. (4) The duty upon intoxicating liquors distilled made or prepared in the Colony shall be payable before the removal of such liquors from the factory or place in which they are distilled made or prepared.

IMPORT AND EXPORT OF INTOXICATING LIQUORS. (1) No person shall import or export dutiable liquors or denatured spirits except into or from such ports or places of the Colony as may be specified by the Governor and notified in the Gazette.

(2) No person shall import or export dutiable liquors or denatured spirits by land except under and in accordance with such regulations and restrictions as may from time to time be prescribed by rules made under this Ordinance. (3) No person shall remove any dutiable liquors from any ship in which the same may have been imported without a permit in the Form No. 4 in the Schedule to this Ordinance in the case of liquors on which duty is to be paid before such removal, or in the Form No. 5 in the said Schedule in the case of liquors to be stored in a King's or licensed warehouse and except in accordance with the conditions in such permit contained.

(4) In the case of liquors on which duty is to be paid before such removal the Superintendent shall upon receiving a requisition therefor issue a permit in the Form No. 4 in the said Schedule authorising the removal of such liquors on the conditions stated in such permit. (5) In the case of liquors to be stored in a King's or licensed warehouse the Superintendent shall upon receiving a requisition therefor issue a permit in the Form No. 5 in the said Schedule authorising the removal of such liquors on the conditions stated in such permit.

(6) No person shall remove any denatured spirits from any ship which the same may have been imported without a permit in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (7) Such permit shall be issued by the Superintendent on the conditions stated therein upon receiving a requisition therefor in the Form No. 7 in the said Schedule and upon payment of a fee of \$5 and shall not be granted except upon condition that such spirits shall be placed in a King's or licensed warehouse pending the production of proof by the master or agent of the ship or the importer of such spirits to the satisfaction of the Superintendent that such spirits are denatured spirits within the meaning of this Ordinance.

(8) The Superintendent shall grant a receipt in the Form No. 7 in the Schedule to this Ordinance for any sum received by him in respect of any duty upon intoxicating liquors on which duty is payable. (9) No person intending to export dutiable liquors shall remove the same for exportation from any King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(10) Such permit shall be issued by the Superintendent upon receipt of a requisition in the Form No. 9 in the said Schedule and upon payment of a fee of \$5 and shall not be granted except upon condition that such spirits shall be placed in a King's or licensed warehouse pending the production of proof by the master or agent of the ship or the importer of such spirits to the satisfaction of the Superintendent that such spirits are denatured spirits within the meaning of this Ordinance.

(11) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (12) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(13) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (14) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(15) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (16) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(17) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (18) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

ship until 48 hours before such ship may be intended to leave the port.

(4) No dutiable liquors or denatured spirits shall be removed from any King's or licensed warehouse until the prescribed storage fees have been paid to the Superintendent. (5) No person shall remove any dutiable liquors or denatured spirits from any King's or licensed warehouse in which they may be stored except in closed cases or vessels each containing not less than two gallons or the reputed equivalent of two gallons.

(6) No dutiable liquors except such as are exported to one consignee in one consignment in quantities of not less than forty gallons if in cask or the reputed equivalent thereof, if in bottles shall be removed from any King's or licensed warehouse for export unless the cases or vessels containing the same shall be clearly and permanently marked on at least three sides in letters not less than three inches long with the words "For Export."

(7) The owner or agent of any ship by which dutiable liquors may be imported shall within four hours of the time of the arrival of such ship or as soon thereafter as the office of the Superintendent shall be open for business, submit a true and correct statement of all dutiable liquors imported therein which may have been entered on the ship's manifest.

(8) The owners or agents of any ship by which dutiable liquors may be exported shall within twenty-four hours of the time of the departure of such ship furnish to the Superintendent a true and correct statement of all dutiable liquors exported therein which may have been entered on the ship's manifest.

(9) No person shall reland or permit the relanding of any liquors shipped under any permit or knowingly neglect or omit to cause such liquors to be exported in accordance with the terms of such permit.

STORAGE OF DUTIABLE LIQUORS. (1) The Governor-in-Council may from time to time approve and appoint warehouses or places of security to be King's or licensed warehouses for the warehousing of dutiable liquors and may from time to time revoke such approval and thereupon all dutiable liquors warehoused in a King's warehouse of which the approval has been revoked shall be removed as the Governor may direct.

(2) The Superintendent may from time to time approve and appoint warehouses or places of security to be King's or licensed warehouses for the warehousing of dutiable liquors and may from time to time revoke such approval and thereupon all dutiable liquors warehoused in a King's warehouse of which the approval has been revoked shall be removed as the Governor may direct.

(3) The fee for each licence shall be one thousand dollars per annum or such other sum as the Governor-in-Council may by resolution from time to time direct. (4) No such licence shall be transferable without the consent of the Governor.

(5) The person in charge of any King's warehouse and the licensee of any licensed warehouse shall at all times during the usual business hours allow the Superintendent or any revenue officer to enter such warehouse and to inspect the stocks of liquors kept therein and to inspect and make copies of and extracts from any books or account kept in connection therewith.

(6) The person in charge of any King's warehouse and the licensee of any licensed warehouse shall be liable to the Superintendent for the payment of any duties which may become payable in respect of the dutiable liquors warehoused in such King's or licensed warehouse and shall prevent the removal of dutiable liquors and denatured spirits from such King's or licensed warehouse except in accordance with the provisions of section 19.

(7) No person shall store or have in his possession or control any dutiable liquors except in a King's or licensed warehouse. (8) No person shall have in his possession or control in a King's or licensed warehouse any intoxicating liquors or denatured spirits imported contrary to the provisions of this Ordinance or which may be or have come into his possession or control contrary to the provisions of this Ordinance.

(9) No person shall sell or offer for sale and no person shall buy any dutiable liquors stored elsewhere than in a King's or licensed warehouse. (10) No person shall remove any dutiable liquors or denatured spirits from any King's or licensed warehouse without a permit from the Superintendent in the Form No. 11 in the Schedule to this Ordinance, and except in accordance with the conditions in such permit contained.

(11) Such permit shall be issued by the Superintendent upon receipt of a requisition in the Form No. 12 in the said Schedule and upon payment of a fee of \$5 and shall not be granted except upon condition that such spirits shall be placed in a King's or licensed warehouse pending the production of proof by the master or agent of the ship or the importer of such spirits to the satisfaction of the Superintendent that such spirits are denatured spirits within the meaning of this Ordinance.

(12) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (13) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(14) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (15) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(16) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (17) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(18) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (19) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

(20) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained. (21) No person shall remove any denatured spirits from a King's or licensed warehouse until the same have been stored in a King's or licensed warehouse in the Form No. 6 in the Schedule to this Ordinance and except in accordance with the conditions in such permit contained.

# KEEPING OF INTOXICATING LIQUORS BY LICENSERS.

26. Every person who holds a licence under the provisions of the Liquor Licences Ordinance, 1898-1900, shall—(1) on demand by the Superintendent render an account in writing of the quantity and location of the intoxicating liquors in his possession, custody or control;

(2) permit the Superintendent or any revenue officer to enter the premises in which such liquors are stored at any time between the hours of six in the morning and six in the evening and inspect the same;

(3) exhibit this licence at all times in a conspicuous place on the licensed premises;

27. No person who holds a licence as above shall store or keep on his licensed premises any dutiable liquors in the absence of proof to the contrary any dutiable liquors found on such premises shall be presumed to be stored or kept by such licensee.

REVENUE OFFICERS. 28.—(1) The Superintendent may grant to any person approved by him a warrant in the Form No. 13 in the Schedule to this Ordinance to act as a revenue officer under this Ordinance.

(2) Every such revenue officer shall be deemed to be a public officer. (3) The Superintendent shall have power to withdraw at any time any warrant so granted by him.

(4) Every revenue officer shall be supplied with a suitable badge of office which shall be returned to the Superintendent when the warrant is withdrawn.

(5) Every revenue officer when acting against any person under this Ordinance shall on demand declare his office and produce his badge of office to the person against whom he is acting.

(6) All police officers shall have the powers of revenue officers under this Ordinance. (7) Every police officer when acting against any person under this Ordinance shall if not in uniform on demand declare his office and produce to the person against whom he is acting such badge as the Captain Superintendent of Police may direct to be carried by police officers when employed on secret or special service.

(8) It shall be lawful for the Governor-in-Council to appoint examination stations for the examination of any goods or baggage which may be brought into the Colony by any person entering the Colony by sea or land.

(9) Every person landing from any ship or entering the Colony by land shall—(a) On demand by any revenue or police officer either permit his goods and baggage to be searched by such officer or together with such goods and baggage accompany such officer to a police station or examination station and there permit his goods and baggage to be searched by any revenue or police officer. In the presence and under the supervision of any European police officer or other police officer not below the rank of sergeant.

(b) On demand by any European police officer or other police officer not below the rank of sergeant permit his goods and baggage to be searched by such police officer or by any revenue officer in the presence and under the supervision of such police officer provided always that the goods and baggage of any person who may claim to be present when they are searched shall not be searched except in his presence.

(c) Any person who may refuse to comply with any lawful demand under this section may be arrested by the officer making the demand without warrant.

(d) Any box, chest, package or other article which is being landed or has been recently landed from any ship or which is in or upon any ship (not having the status of a ship of war) is, landing place, wharf, warehouse or place adjoining any wharf and used in connection therewith or which is being removed from any such ship, place or wharf or which has been brought into or has recently been brought into the Colony by land—

(1) may be examined and searched by any revenue officer and may be detained until any person in charge thereof shall have opened the same to admit of such examination and search and in default of such opening may be removed by such officer to a police station or to an examination station;

(2) may be broken open by the orders of any European police officer or other police officer not below the rank of sergeant to facilitate such examination and search provided that any person in charge or possession of such box, chest, package or other article shall be afforded every reasonable facility for being present at such breaking open, examination and search;

(3) Any revenue officer may board any ship not being or having the status of a ship of war and remain on board as long as such ship remains in the waters of the Colony.

(4) Any revenue officer may arrest without warrant—(a) Any person found committing or attempting to commit an offence or employing, aiding or assisting any person to commit an offence against this Ordinance or the rules made thereunder.

(b) break open any outer or inner door of such dwelling house, shop or other building or place and enter therein;

(c) forcibly enter such place and every part thereof;

(d) remove by force any obstruction to such entry, search, seizure and removal as he is empowered to effect;

(e) detain every person found in such place or on board such ship until such place or ship has been searched.

29. If any search made without warrant under this Ordinance be unsuccessful and there be no reason to suppose that any intoxicating liquors, denatured spirits or other articles liable to forfeiture under this Ordinance have been thrown away or otherwise disposed of in order to avoid detection the Superintendent shall re-pack or cause to be re-packed any goods unpacked during such search and shall make good any damage caused thereby. In the event of any dispute as to the amount of damage to be made good by the Superintendent not being settled within twenty-four hours from the time of such dispute first arising such amount shall be ascertained by a Magistrate and the Superintendent shall pay such amount so ascertained immediately upon production by the aggrieved person of a certificate thereof under the hand of the Magistrate.

Sections 37 to 44 inclusive make provisions as to trials and proceedings.

OFFENCES. 45. Every person who shall import or land, abet, procure or be interested or concerned in or knowingly derive any profit from the importation of any intoxicating liquors or denatured spirits contrary to the provisions of this Ordinance shall be guilty of an offence against this Ordinance.

46. Every person who shall contravene the provisions of this Ordinance, receive into or have in his possession, custody or control any intoxicating liquors on which the duty leviable by law shall not be proved to have been paid or which have been illegally imported, made or prepared shall be guilty of an offence against this Ordinance. Provided that no person shall be convicted under this section, he being in the possession of the Court before which he is tried that he had good and sufficient reason to believe that such duty had been paid or that such intoxicating liquors had been legally imported or legally manufactured.

47. Every person who shall under the provisions of this Ordinance deliver any requisition or supply any particulars, returns or account or other written statement required by this Ordinance or by any rule made thereunder shall if such requisition, particulars, returns, account or other statement be false or incorrect either in whole or in part to the knowledge of the person so making, delivering or supplying the same whether the same be signed by him or not be guilty of an offence against this Ordinance.

PENALTIES AND FORFEITURES. 48. Every person who assaults, resists or wilfully obstructs any revenue officer in the execution of his duty shall be liable in the discretion of the Magistrate to a penalty not exceeding two hundred and fifty dollars or to imprisonment with or without hard labour for one year.

49. Any revenue officer who refuses or neglects to return his badge to the Superintendent under every act done or attempted to be done contrary to the provisions of this Ordinance or of any rule made thereunder or permit granted or Order-in-Council issued thereunder shall be deemed to be an offence against this Ordinance and for every such offence the offender shall in addition to any forfeiture of the article seized as hereinafter provided be liable to the following penalties:—

(a) for every first offence a fine not exceeding five hundred dollars or imprisonment with or without hard labour for any period not exceeding six months;

(b) for every second offence a fine not exceeding one thousand dollars or imprisonment with or without hard labour not exceeding twelve months;

(c) for every subsequent offence a fine not exceeding two thousand five hundred dollars or imprisonment with or without hard labour not exceeding twelve months or to both fine and imprisonment.

51. All intoxicating liquors and denatured spirits in respect of which any offence may have been committed against this Ordinance or against any rule made or permit granted thereunder or any breach of the restrictions and conditions subject to or upon which any licence has been granted together with any still, stills or apparatus or any vessel, package, cart, conveyance or conveyance in which such liquor, denatured spirits or other articles which may be found without any apparent owner and for which no owner may appear after such notice given as to a Magistrate may seem fit shall be forfeited to the Crown.

Sections 52 to 54 relate to the acts of agents and servants, requisitions required by the Ordinance,



## NOTES BY THE WAY.

## THE CRITIC CRITICIZED.

*Honi soit qui mal y pense.* The spectacle of a number of the House of Commons making an attempt to vilify Sir Frederick Lugard with regard to his firm and conscientious policy against the opium question, which, however, is not exactly appreciated by the pious people at home, is, to say the least, exasperating to a degree. Because our sound-minded Governor has chosen to meet the wishes of his superiors and at the same time not to go in the face of the trading community—which, after all, is the individual fortified with the addition of M.P. to his appellation—decides to a disguised assembly the efforts of the Imperial Government and that their high-handed actions should be suppressed. The fact that such a sentiment should have emanated from an M.P. does not prove the soundness of Mr. Bennett's (the M.P. in question) wise suggestions, for many an M.P. whose personality is hid in comparative obscurity occasionally makes a bold bid to win cheap fame. In the whitest skin may be found a black thread.

## RETRENCHMENT TOPICS.

It is satisfactory to note that Government is proceeding with its retrenchment scheme in real earnest. As the result of the Select Committee appointed to go into the question of cutting down the expenditure of the Sanitary Department, an illuminating report was laid on the table at the last meeting of the Sanitary Board, which practically proved that there was not the slightest necessity for a large number of posts as at present exist. The only wonder is that it was not thought of before. But in getting rid of these superfluous posts, it is the duty of Government to make out adequate compensation to those officers to whose credit stand a long and faithful record of service and on whom a sudden dismissal will hit harshly. In view of the fact that the extensive abolition of sanitary posts owes its inception to special contingencies, it is but fair that some consideration is due to those whose services are to be dispensed with through no fault of their own. What sensible-minded folk would like to see is that Government should not let pass unnoticed the salaries of high officials and their unnecessary allowances. A policy of "penury wise, pound foolish" is worse than useless.

## THE DUTCH VISIT.

The visit to Hongkong of the Dutch Squadron served to show that whatever the political relations between powerful nations, there is a fascinating charm about the warm fellowship that one country's representatives display towards another nation in time of peace. The right royal manner in which our Dutch visitors were received was worthy of Hongkong's best traditions, while the appearance of the trim little vessels in the harbour certainly added to the importance of Hongkong's tremendous shipping. It was also a happy coincidence that the visit should have been arranged so as to have enabled the anniversary of the birthday of the good and gentle Queen of Holland to be fittingly celebrated by the Colony's Dutch subjects and their naval compatriots. Incidentally, the visit has also been responsible for the enrichment of chair and ricksha coolies, but it is not meet that such mundane things should be discussed and besides, it is hardly fair to the local Japs. At all events, more than one of the departed Dutchmen will thankfully assert how he escaped ugly pokes in the ribs from the shafts of street vehicles and sedan chairs.

## THE EXERCISING NUISANCE.

There are many who doubtless remember the regular little horse's nest which was raised in certain quarters at the time the Bill whereby it was proposed to make spitting in certain public places a punishable offence was first introduced in the Legislative Council. It has now come to light that the leading members of the Chinese community have pledged their word to Government that they will bring to bear "energy and earnestness" to diminish the evil in the interests of cleanliness and health, as a result of which Government has consented to drop the Bill. This is indeed satisfactory news. Those who advance forward the least claim to an appreciation of the Chinese character are aware that the Chinese are an essentially amenable people and that, as His Excellency has pointed out on more than one occasion, co-operation is preferable to coercion. That is the general view and it is left to the enlightened members of the Chinese community to gradually educate their less fortunate compatriots into habits of immense value from a sanitary standpoint.

## THE PLANT OF THE JUROR.

The lot of the juror in Hongkong as elsewhere, is not a particularly happy one. This fact is apparent from the exemptions which are frequently asked for but which are in most cases declined. Only the other day, a well-known local gentleman asked for several years' exemption, but was politely refused. And it was not very long ago that a Japanese gentleman was more fortunate and obtained exemption on the ground of an imperfect knowledge of English. It is not everyone who can successfully evade the unpleasant duty of jury but it was left to a juror to be excused on the ground that by virtue of an old law that actors were "exempt and vagabonds," which had never been repealed, he was not entitled to serve on a jury. Why cannot the good folk here discover some such makeshift? The fortunate discoverer will certainly have a statue erected to his memory in recognition of a distinct benefit to oppressed humanity.

## GLASSES MADE OF ICE.

Now that the dog-days are with us, anything which has to do with sparkling summer potions will be read with avidity. It appears that it has fallen to the good fortune of a Dutchman to invent an ice goblet for the preparation of cooling drinks. This is a tumbler-shaped vessel made of ice. The process of manufacture consists in pouring water into a mould, inserting a cork, and then surrounding it with a freezing mixture. It is then placed in a paper shell, and in summer will hold the beverage for an hour. The ice goblet is, of course, only used once. About two ice goblets can be made in an hour with a small machine. This is distinctly good news, but is not likely to prove of particular interest to the majority of Hongkong residents, to whom the mere mention of a lemon-squash revives happy memories of the hospital ward.

## CASUAL CRITIC.

JAPAN is plainly neglecting nothing in her efforts to exploit Korean trade. The *Mainichi* reports that the Korean Residency-General is arranging for the establishment of a Japan North Korea steamship service, with three ships each way a month between Matsuyama, Tsuruga, Genoa and Seattle. The Residency-General will not amount of ¥80,000 to be given as a subsidy to the vessels on the route. It is said that Mr. Ueno, of Osaka, will undertake the management for the service.

## VICEROY YUAN SHU HSUN.

## L. DING AT CANTON.

[From Our Own Correspondent.]

Canton, 3rd September.  
Shortly after one o'clock yesterday afternoon, the steamer *Hsin Ming*, of the China Merchants' Steam Navigation Company, steamed into Canton Harbour with H.E. Yuan Shu Hsun and suite on board. The Provincial Treasurer, Provincial Judge, Educational Commissioner, Salt Commissioner and several other officials proceeded on board steam launch to meet the Viceroy. H.E. Admiral Li Chun, and Commander-in-Chief Chen Ting Chik proceeded on board the *Kiang Xu* to the *Hsin Ming*. His Excellency landed at the Government Tien Tsi wharf, and was met by the Acting Viceroy, H.E. Wu Senng Lio, and the three Tatar Generals and others. Troops were drawn up on both sides of the wharf and a band struck up appropriate music on the Viceroy's landing. It is estimated that from two to three thousand persons must have witnessed the landing. At the conclusion of a brief official reception, H.E. Yuan and suite got in chairs and proceeded into the city.

## SHANGHAI'S NEW BUILDINGS.

## STANDARD OIL CO.'S OFFICES.

Yet another important new building is being erected in Shanghai, says the *N. C. D. News*. The Standard Oil Company of New York is building a fine new home at the corner of Canton and Szechuen Roads, and judging by the plans and architecture, will be a striking addition to Shanghai's architecture. Whether it will be of artificial stone or granite, has not yet been decided, but the foundations, which are of reinforced concrete, will be suitable for either. They are monolithic, and the weight of the building will be accurately distributed over the whole area by a system of reinforced concrete beams which are a portion of a reinforced "raft." By this means it is confidently expected that subsidence will be prevented, or, at any rate, reduced very appreciably. It will take about two months to complete the foundations, and then the building of the superstructure will be begun. The building will have a frontage to both roads, the total length of the frontage being over 200 feet. There will be four storeys and about sixty rooms. The first three floors offices, whilst the top story will be the residence of the manager. Two lifts will be installed, one for the exclusive use of the manager, the other for general use.

The main entrance will be at the corner of Canton and Szechuen Roads, and from the spacious vestibule with imposing columns at the entrance, the staircase and elevator will be reached. The entrance to the manager's residence will be through a private entrance leading to a large courtyard. The courtyard in addition to improving the appearance of the building will give ample light, and as the house is well situated, it should never be necessary to resort to artificial lighting during the day. Electricity will, of course, be used for lighting. A comprehensive system of inter-office telephones will be installed, and the very latest most efficient fire alarm and fire extinguishing apparatus will be introduced. The work of construction has been in hand for some time now, and it is estimated that the building will be ready for occupation within eighteen months. The foundations and building have been designed by Mr. Sidney J. Powell, A.M.C.E., and a Member of the R. S. A., whose plans have been approved by the New York (head) office of the Standard Oil Co. The erection of the building will be carried out under Mr. Powell's supervision.

## CHINA PONIES AT THE SOUTH POLE.

It will be remembered that the points taken by Commander Shackleton on his expedition to the South Pole were based in Shanghai by the Shanghai Horse Bazaar, Ltd., and that the sleigh harness was also made by the same firm. In this connection the following letter from Commander Shackleton to Dr. Keylock may be of interest:

BRITISH ANTARCTIC EXPEDITION, 1907.  
9, Regent Street, Waterloo Place, London, S.W.

July 22, 1909.  
Dear Sir,—I beg to acknowledge receipt of your esteemed letter of the 24th April and also the letter that you have sent to Mr. Reid. I should be very much pleased to testify to the great success of the Manchurian ponies which you supplied to this expedition for sledging work. It was certainly due to these ponies that we succeeded in getting so far as we did, namely, to within 97 geographical miles of the South Pole itself. Although you shipped fifteen animals, which were safely delivered in New Zealand, I found that I would only be able to take ten on the *Nimrod*. I also found that the white ponies were the best of the lot, and I took care to pick out those with the strongest hearts and most willing to work. Another Expedition to the South Pole, if any explorers ask my opinion, I will certainly recommend them to your firm and will specify that they must be the Manchurian breed.

With regard to the harness, I found that the collars and traces supplied by you were indispensable, but I did away with such things as the reins, halters, etc. I also had men with me on the Expedition who turned out any harness that was necessary, as by the help of two Singer Sewing Machines they made all the men's and dogs' harnesses as well.

Thanking you very much for the care that your firm took in selecting the best animals for this Expedition,

I remain, Dear Sir,  
Yours faithfully,  
British Antarctic Expedition, 1907.  
(Signed) E. H. SHACKLETON,  
Commander.

\* It is interesting to note that the views held by the Chinese and by Commander Shackleton coincide in that white ponies have the stoutest hearts and are the most willing.—Ed., N. C. D. News.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1909, as certified by the managers of the respective Banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$3,786,696	\$4,000,000
Hongkong and Shanghai Banking Corporation.	12,355,500	13,000,000
National Bank of China, Limited.	52,845	all
Total.	\$16,195,041	\$17,000,000

## THE OPIUM QUESTION.

## A VERY TOUGH PROBLEM.

SYDNEY'S PROPOSAL.

Dr. Wollaston, the Comptroller-General of Customs, has come to the conclusion that the attempted prohibition of opium by Federal law has proved a failure, says the *Sydney Evening News*. A Chinese merchant in Adelaide declares that the drug is smoked as much in that city as before the order was issued. In Melbourne and Sydney seizures of smuggled opium are common, and prosecution of persons found smoking is an everyday event.

The duty formerly imposed yielded between £50,000 and £60,000 a year, the fines that are now imposed upon smugglers and users of the drug scarcely balance the expenses of the staff of Customs officials and police engaged in the task of enforcing the prohibition order. And their efforts appear to be largely wasted, inasmuch as Chinese and others seem to be able to get as much opium as they want, even if they have to pay 100 per cent. more than in the old days. Moreover, shipmasters, agents, stewards, and the responsible officers of vessels generally, have a very bad time when they carry Asiatic crews with a taste, naturally acquired and stimulated for engaging in the illicit traffic.

Dr. Wollaston suggests that the prohibition order should be cancelled, and the duty reimposed. Then, instead of paying the money into general revenue, the duty would be paid to the Government, and the money would be sent back to China. What the Comptroller-General objects to is the fact that the money now paid to duty is really employed to assist the smugglers in circumventing the Customs and police. "If the Government cannot let the opium out," he concludes, "why not let it in under a heavy duty, as previously, and use the revenue in a way that would ultimately increase the demand for it?"

SHIPPING MAN'S OPINION.  
"The idea is ingenious, certainly," remarked a leading citizen in shipping circles, who has had more than a fair share of unpleasant and harassing experiences in connection with opium smuggling. "We would welcome anything likely to decrease the worries of masters, officers, and agents of vessels from the north, that are always 'suspect' on account of their yellow crews. It doesn't seem to matter what precautions we take; the Chinese get the drug in somehow, under the noses of the Customs officers. For ways that are dark, and for tricks that are vain, the Chinese cannot be beaten, and he is full of resource."

The speaker recalled some instances of mock fights port among the Celestials, artfully arranged to engage the attention of sports-loving officials, on one side of the steamer, while other yellow-skinned conspirators swiftly and unobtrusively passed packages of opium safely ashore. The greatest trial to the captain, however, is when the examiners, convinced that quantities of the drug are concealed aboard, proceed to clear the interior fittings to pieces in order to reach the forbidden stuff.

"It looks very much as if the prohibition scheme has failed utterly," continued our informant, "and in that case we can't go very far wrong in giving the other proposal a trial. Whether the opium-sodden Chinese in Australia will consent to be bought out, that is, agree to being sent back to their native land, is a matter I can't offer any strong opinion upon. Clearly, they cannot be deported willy-nilly, but I fancy that there is one means as yet untried which might prove effective."

"And that is?" asked the *Evening News* man.  
"Make the punishment so severe that the demand for opium will fall away to little or nothing. Pop it on to the opium-smokers, or those found in possession of opium, so hard that they will find neither comfort nor profit in the business. Supposing you were to say to an offender, 'Very well, you're an incorrigible opium-smoker. Take two years' gaol without the option of a fine; or, if you like it better, take yourself back to China, and stay there. We'll pay your fare.' That would be a kind of assisted emigration that should speedily diminish the demand for the drug."

Several shipmasters, who joined in the conversation, expressed the view that either the existing law should carry more deterrent punishment, or that Dr. Wollaston's proposal should be given a trial. It was the latter view, they felt, that should be adopted, should not be made too high, as this would tend to provoke smuggling, and defeat the purpose in view.

## POLICE OFFICER DOUBTFUL.

"I am afraid Dr. Wollaston is inclined to be too optimistic," remarked a Sydney police officer, who has had many years' experience of the opium dens of this metropolis. "It would be open to the Chinese to decline to go back to their own country, and my knowledge of them suggests that very few would be found willing, even for a fairly considerable sum, to leave Australia."

"Why is that?" asked the reporter.  
"First of all, because those who are here are infinitely better off than they could ever possibly be in China. They live under laws and conditions that are infinitely lenient as compared with those in their own land, and I have found that as a general rule, even when they go for a trip home, they are always anxious to get back here. Lastly, too, the Chinese authorities have been starting to fight the opium curse themselves, and it is possible that the Celestials deported from Australia would find it hard, if not harder, to get their favourite smoke in the Flowery Land as they do here. No, I don't think the scheme would work. It's a novel idea, but I'm afraid it's impracticable."

The officer was asked how he viewed the idea of increasing the punishment, and ordering imprisonment, instead of imposing fines.  
"I think that would meet the case better," was the reply. "Of course, it has to be remembered that the drink habit. I have known smokers to be sent to gaol for months, to be treated specially for their craving, and to come out again just as mad as before for the possession of the drug. Still, if some of these fellows were given the alternative—two or three years' gaol, or fares paid back to China, and a small sum of money—they might be tempted to accept the latter. The trouble would be that a new industry might be set up by the lawful Celestials. These deported chaps might be smuggled back to Australia, in order to score another lot of return fares and money presents. You never know when you have the gentle heathen, least of all in connection with opium."

W. (N. C. D. News) regret to record the death of Lady Hornby, widow of the late Sir Edmund C. Hornby, formerly Chief Judge of H. A. Supreme Court for China and Japan. Lady Emily Augusta Hornby was the oldest daughter of the late Captain J. P. Roberts, of New York and Shanghai. She was the third wife of Sir Edmund Hornby, whom she married in 1875. Her husband died in 1896. Lady Hornby, who is a sister of Mrs. W. S. Jackson, leaves two daughters, one of whom is Mrs. W. R. Drummond, while the other is unmarried.

## THE GUNPOWDER EXPLOSION AT KINYO.

## ANTICIPATED COMPENSATION BY WAR OFFICE.

The War Office seems, according to Japanese papers, to be prepared to grant compensation for the damage suffered by the people in the vicinity of the scene of the recent explosion. A high adjunct officer in the War Office is said to have stated that no report on the cause of the explosion or details of the damage had yet been received. The Osaka Army Division has the onus of considering the course to be taken for paying compensation to the people suffering as a result of the explosion, but the question is hardly likely to be settled before the conclusion of investigations. If the disaster is found to be due to a sudden change in the weather, as is now supposed, the War Office will not accept the responsibility of paying compensation, the disaster arising from *vis major*, as in the case of the explosions at Itabashi and Iwabama. But in sympathy with the unfortunate people who have sustained loss, the War Office may grant a suitable sum as compensation even if the disaster proves to be due to natural action.

## DEAD BODIES PRESERVED FOR SEVENTY YEARS.

## EXHUMATION OF A SAMURAI AND COURT LADY.

The bodies of a samurai and a Court lady, who died seven years ago, have been exhumed in Tokyo and found to be in a remarkable state of preservation, presenting the same appearance as at the time of their decease.

From the report it appears that the graveyard in the rear of the Kaifuku Buddhist Temple at Manen-chow, Fukagawa-ko, Tokyo, was to be removed in connection with municipal improvements. In the ground were certain daimyo and their relatives of high standing. Among them were the graves of the Mioguchi family, an offshoot of that of Count Mioguchi, an old daimyo of the Shibata clan, in Echigo province. The exhumation of the graves of the family has been conducted since the first of the month under the personal supervision of the present head of the family, Mioguchi Naokazu, now almost seventy years of age, and who while the feudal system was still in force in Japan, enjoyed the position of a Grand Censor under the Shogunate Government. On the 23rd ultimo the grave of a Court lady, who had attended on a Shogun, and died in the eighth year of Tempo, about 73 years ago, was opened, and the coffin drawn up. An examination of the coffin proved it to consist of five wooden boxes, one within the other, the first box was lined with charcoal, while the space between the second and third boxes was filled with lime. The fourth and fifth were thoroughly coated with lacquer. Upon the lid of the last box being opened, an odour of musk and incense was distinguished. Within the innermost box reposed the remains of the Court lady, who appeared to be merely in a slumber, so well had the body been preserved from decay. The head was shaven according to custom. The lady was attired in gorgeous Court robes, and by its side were found a number of valuable hair ornaments used during life, which appeared new and unaltered. The lady was a daughter of the *Kuge* of Daingon rank in Kyoto, and entered the Shogunate service through the influence of the Mioguchi family.

The next coffin disinterred was that of the grandfather of the present head of the family, and the remains of this old samurai were similarly well preserved. The hair was dressed in a queue according to the prevailing custom of the time. Mr. Mioguchi, who had never seen the face of his deceased grandfather, was naturally moved by the sight and remained before the body in prayer for some time. His grandfather died about 70 years ago. Much interest has been aroused in Tokyo by these exhumations.—*Japan Chronicle*.

## INFANT MORTALITY.

The subject of infant mortality is engaging attention in the Philippines, and in a recent leading article the *Cableman-American* has the following observations to offer on the subject.  
The report of the Bureau of Health for Saturday showed that out of a total of thirty-three deaths in the City of Manila twenty-nine of the deceased were children under eight years of age. Further statistics reveal the startling fact that for the last fiscal year fifty-two per cent of the total deaths in the city were those of children.

These figures should have a peculiar significance to the leaders of the Filipino people and to all friends of the race. Undoubtedly the infant mortality of Manila exceeds that of any other part of the islands, yet there is not lacking evidence that the entire archipelago suffers heavily from this drain at the fountain head, and unless it can be in some way stopped or lessened the river of racial strength must continue weak and ineffectual.

If those Filipinos who presume to do the thinking for their countrymen could but be persuaded to leave off their political ravings about the fiction of political independence that must forever remain a chimera while the race is threatened with extinction from inherent weakness, and devote their time to devising some way to staunch the flow of vitality from the heart of the nation, they would find themselves on the shortest road to that goal of which they prate.

It takes men to make a nation. The independence of a people presupposes the elements of national strength necessary to enable it to stand alone. It takes men to make armies and navies; men to conquer unyielding soil and make it produce rice and hemp and tobacco. The Filipinos have been in these islands since time, to them, immemorial and yet they have not made the country their own. They have entered in but have not possessed the land. After all these unknown centuries they are yet but a handful of men unable to supply the labour necessary to cultivate the soil on which they find themselves.

A change must be wrought some way in the vital statistics of the race or the future can hold but little for the Filipino people. Here is the problem for the best brains of the race. Its solution will be the salvation of the people; a failure to solve it will mean the shipwreck of all their hopes.

FROM latest accounts it appears that the Sengari flood caused even greater losses than were first estimated. The Japanese Consul at Kiri no reports that as many as 10,000 people were drowned and some 7,000 houses inundated in the Kiri Province. On communication of the calamities being made by the provincial governor to the Peking Government, the latter has appropriated the sum of ¥14,000 towards the relief fund.

## BANKS IN JAPAN.

## BUSINESS RESULTS FOR HALF YEAR.

In view of the extraordinary stagnation in the money market that has been prevailing since the beginning of the year, and the enormous amount of capital that has been accumulated in the vaults of all the banks, it is of interest to know the business results of the various banking houses for the first six months of the year. The following figures, showing the net profits of the leading Tokyo banks during the period, are published:

Banks.	1st Half, 1909.	1st Half, 1908.
Dai-ichi	¥969,000	¥959,000
Dai-ni	355,600	399,000
15th	1,555,800	2,557,800
16th	70,700	90,100
18th	65,500	37,800
20th	361,100	357,000
Mitsui Bishi	358,500	357,800
Mitsui	1,220,000	1,435,800
Yasuda	279,200	188,000
Kawasaki	105,200	115,000
Teikoku Shogyo	129,200	105,300
Tokai	111,000	113,200
Nakai	58,700	61,600
Tokyo	119,300	112,200
Meiji	61,700	61,000
Toyo	34,700	34,500
Toyokuni	122,700	103,500
Mitsui	64,600	73,400

\* The wide difference between the profits for this and last year of the 15th Bank is accounted for by the greatly enhanced valuation that was last year put on Japan Railway bonds held by the bank.

It will be noted from the above that although the net profits of some of the banks of lesser importance showed some falling-off as against last year, the business results of the Tokyo banks for the first six months may, on the whole, be regarded as satisfactory. Turning to the reserves and the rate of dividend, we find the following figures:

Banks.	1909.	1908.	Dividend %
Dai-ichi	¥400,000	¥400,000	10
Dai-ni	170,000	120,000	12
15th	400,000	1,590,000	12
16th	10,000	10,000	7
18th	8,000	5,000	9
20th	50,000	1,047,000	28
Mitsui Bishi	—	—	28
Mitsui	—	—	10
Yasuda	200,000	135,000	3
Kawasaki	80,000	100,000	4
Teikoku	10,000	—	—
Tokai	30,000	40,000	10
Nakai	10,000	30,000	5
Tokyo	30,000	100,000	10
Meiji	10,000	10,000	8
Toyo	3,000	3,000	6
Toyokuni	30,000	25,000	7
Mitsui	70,000	70,000	—

The amount of reserves set apart by the banks above quoted this year shows a decrease in the case of the 15th, 20th, 16th, Mitsui, Kawasaki, and Tokai, while the rate of dividend shows a falling-off in the case of the 20th, 16th, and Yasuda, and an increase in respect of the Mitsui, 15th, Teikoku Shogyo, and Toyokuni banks. Generally speaking, it will be observed that these Tokyo banks have somewhat failed to come up to the level of last year as regards reserves and rate of dividend, though, judging from the result for the half year, the prevailing slackness of the money market does not seem to have visibly interfered with their business.

The *Tokyo Asahi*, writing on the same subject, remarks that the total amount of deposits at the associated banks in Tokyo, Yokohama, Nagoya, Kyoto, Osaka, and Kobe at the end of June last showed an increase of 70 million yen on the corresponding period of last year and that the reserves also showed an increase by ¥8,000,000. In short, the financial power of the banks in these cities has grown by nearly 80 million yen compared with last year, inasmuch as the amount of loans has not actually advanced, but has actually shown a diminution of ¥1,500,000. The question naturally arises as to how the banks have been employing the increased capital amounting to 80 million yen. That the banks have been largely investing in State and other securities will be apparent from a perusal of their reports and accounts. Roughly, the investments in securities by these banks have increased by 50 million yen over the amount at the same period last year. The remaining 30 millions seem to have been devoted to settling the overdrawn accounts with the Bank of Japan.

With regard to the profitable employment of funds in their hands in the future, continuous the Tokyo journals, the bankers would seem to be much perplexed. No fresh demand for capital has sprung up, neither is any likely to occur to a large extent for the present. On the contrary, there are factors tending to accentuate the inactivity of the market. Of the various municipal loans, totalling 70 million yen, contracted for with British and French capitalists, about 30 millions have so far been remitted to Japan and the remainder will be transferred as soon as the terms of exchange are successfully negotiated. In such circumstances it is not surprising that the price of 5 per cent. bonds is rising and approaching par. The bankers must know the risky nature of investing so much in State securities, the margin of profit on which is fast narrowing down. They are confronted with the necessity of finding a fresh way of profitably utilising the rapidly-growing funds, and this is generally conceded to be a most difficult problem in existing circumstances.—*Japan Chronicle*.

## PROCLAMATION ON BRIBERY.

## KIANGSU GOVERNOR'S INSTRUCTIONS.

H.E. Jui Cheng, formerly Shanghai Taoist and Provincial Treasurer, and recently appointed Governor of Kiangsu, has issued the following instructions to his subordinates:

A country can only rest in tranquillity when it is ruled by good officials, and officials can be faithful and honest when their superiors are upright.

China is now beginning to prepare for constitutional Government. If an officer is capable and devoted, he will always be employed and will be able always to use all his talents to promote public interests. Why, then, do these numerous officials try to make overtures to us, either by offering us money and costly gifts, or by showing us letters of recommendation, written by high officials?

Any man who wishes to accomplish anything ought to possess independence of character.

During the past month many expectant officials have approached us. By acting in this way, not only do they suffer loss of dignity, but they show that they believe that we are guilty of capidity. Acting on our principles we shall not, on this occasion, make public the names of these unworthy officials. But if, in future, among the Kiangsu officials there are any who due to act in this manner, their names shall be published and they will never be able to obtain office.—N. C. D. News.

An amalgamation has been effected of the principal Canadian cement manufacturing companies. The capital of the trust is \$1,000,000.

## CHINA AS A FIELD FOR FOREIGN CAPITAL.

Yung Kwai, the Chinese diplomat who accompanied Special Envoy Tang Shao-yi and Prince Tai Fu to America as secretary, returned to San Francisco yesterday on his way to China, says the *San Francisco Chronicle* of August 4. He was last behind in Washington by the special embassy to settle some bills, and he goes back now to his post in the Foreign Office. Yung Kwai is enthusiastic over the possibilities for capital in China, and he expresses surprise that the wealthy men of the Pacific Coast have appeared so indifferent to their opportunities.

"Why, the Eastern capitalists are going after the business of China very seriously," he remarked at the St. Francis yesterday afternoon. "Out here, however, it seems that there is no adequate realization of the resources and possibilities of China."

"New York capital, representing over half the total capital of the country, has combined in a syndicate which is backed by the Government, and is anxious to lend money to China on its bonds for railroad construction. J. Pierpont Morgan is one of the leaders of this movement, although he sold out his railroad interests in China about five years ago. But he is very enthusiastic now."

Willard Straight, former American Consul at Mukden, has entered the employ of the syndicate and is now on his way to take up his permanent headquarters. The American International Banking Association has established a branch in Peking to handle the business which it is expected will be done there, and it is understood in the East that branches are about to be established at Mukden and Hankow.

"There is more money to be made in the railroad business in China now than in any other. The returns are immediate. The conditions prevailing are the reverse of those which have confronted any other railroad pioneers in history. Heretofore new railroads have penetrated unbroken country, and the railroads have been forced to take people with them to make business. It has been a work of development, the railroads being the advance guard of civilization."

"But in China the antithesis exists. The cities, the farms, the people, are all there, awaiting the railroads. All that is necessary for business is the railroad to handle it. A railroad in China is a success from the jump and 20 per cent. or better."

"China wants American commerce, and the United States can have it by going after it. Catalogues and drummers don't do much good. Resident agents are what the American producers want in China. We want manufactured products—wheat, flour, cotton goods, railroad machinery. The time may come when China will ship manufactured articles to America, perhaps these very things, but that time is quite remote, and there is a present market which is well worth getting."

Yung Kwai is a graduate of Yale, and has been a resident of this country for many years. He was secretary of the Chinese Legation at Washington from 1896 to 1899, and in 1897 and 1898. At one time he was a newspaperman in New York. His wife is an American woman.

## STORY OF A DOG.

## A







## BILLS OF LADING.

## OPTIONAL CLAUSE.

Messrs. Messageries Maritimes and Co. have issued the following circular notice:—

Shippers are requested to note that on and after 1st October next the arrangement made on 20th January, 1905, will be altered and a charge of 1/6 per scale ton will be made for each group of optional ports availed of, whether wholly or in part only, on one Bill of Lading, whether the option thus taken is finally used or not.

The three groups will be as under:—

GROUP 1. Trieste, Venice, Fiume, Ancona, Brindisi, Port Said, Tripoli, Latakia, Jaffa, Beyruth, Salonika, Piræus, Smyrna, Alexandria, Rhodes, Vathi, Alexandretta, Batoum, Odessa, Constantinople, Alval, Chios, Mitylene.

GROUP 2. Leghorn, Messina, Palermo, Naples, Gibraltar and Malta, Spanish and Portuguese Ports, Marseilles and all other French Ports with transhipment.

GROUP 3. United Kingdom, North Continental Ports (except French Ports with transhipment) American and Canadian Ports, and any other port, not covered by Group 2, cargo for which is transhipped at any of the said ports in this Group.

The minimum optional charge will be therefore 1/6 per ton and maximum 3/4 per ton.

## THE CHINESE SENATE.

## DRAFT REGULATIONS.

A Chinese report says that the members of the Senate will be divided into nominated and elected bodies, each of which shall contain one hundred members. The nominated members shall be appointed Imperial clansmen, colonial nobles, officials, gentry or eminent scholars and elected members from the Provincial Assemblies. The Prince Regent and the Government have decided that the session of one month originally fixed upon for the Senate shall be extended to eighty days, within which time all matters to be passed and discussed shall be dealt with. Recently some amendments have been made to regulations for this chamber to the following effect:—

In the event of the Grand Council or the Ministers disagreeing with any resolution passed by the Senate in the matter of tariffs, national debt or new laws, such resolution should be reconsidered by the Senate, and failing adjustment there it should be referred to the Throne for decision. The Senate may impeach any Government official for any illegal encroachment of its rights. It will decide disputes between the Provincial Assemblies and the Imperial Government and deal with any encroachment of the Imperial rights by Viceroys or Governors. With the exception of criminal and legal proceedings, the people may submit memoranda of suggestions to the Senate, which may convene special meetings to discuss important affairs on an application being made to the Throne. Members of the Senate may be removed for violation of its rules or continued absence from its sittings. (On the passing of any resolution, which sets the Throne at naught or threatens peace and good order, Imperial permission may be asked for its dissolution and for a re-election of the House.—N. C. D. News.

## DEATH OF MINING COOLIE.

## SERIOUS ALLEGATIONS AGAINST A EUROPEAN.

An inquest was held at Ipoh, on August 16, by Mr. Langston on the corpse of the death of a Chinese coolie named Ng Hoi who died at Ulu Piah Mine on August 18.

In the course of his evidence, Chen Bong, a mining coolie working at Ulu Piah, Tambun, said that on August 23 they were engaged in removing machinery, under the supervision of M. Tivert and Mr. McDonald from a platform into a bullock cart by means of levers. The deceased was on the platform near the ladder, holding a stick and helping to remove the machinery. Alexander Evan Charles McDonald stated in the course of his evidence: We were in the act of loading a part of a winch off a platform into bullock cart by sliding it down planks. We had a tail rope attached to it in case it should slide down too fast. A Chinaman was on each side of the drum to keep it from sliding off the planks. The deceased was standing on the platform about two or three feet from the edge. He had a lever which was wedged in between the corner of the drum and the planks from rolling. It was afraid that if the drum went down too quickly the level would carry him down also. So I put my hand on the stick and asked him to come round on the other side. He did not seem to understand, so I motioned him to do so, and in so doing I touched him with one hand, in the other hand I held the stick. The deceased was standing slightly behind me at the time. He let go the lever and stepped back putting one foot on the top rung of the ladder and then fell backwards. I am of opinion that he fell on the ground at the side of the planks and then rolled into the palong. I watched him get up and walk away down the palong. We did not stop work but finish the load, and then I went to breakfast and shortly after the watchman came and said the deceased was either dead or dying half way between the place where we had been working and the kongsi. I immediately went to see and found he was dead and had him removed into an old kongsi along side. I afterwards went to Tambun and reported the matter. I handed in a written report.

A senior apothecary at the Ipoh district hospital, said he examined the body, but found no external marks of violence whatever. The spleen was more than twice its average length and more than eight times its average weight. He considered that owing to the condition the spleen was in any slight blow or fall might have caused the rupture. The contusion of the spleen might have been caused by a kick in the abdomen, without leaving any external marks of violence.

The inquest was postponed as Mr. McDonald failed to call more witnesses.—Straits Times.

## SWIMMING.

The Victoria Recreation Club will hold their Annual Aquatic Sports on Thursday, Friday and Saturday the 24th, 25th and 26th September, and after careful consideration, the Bathing House Sub-Committee of this Club have drawn up the following interesting programmes:—

1.—HALF-MILE (Open)

2.—TWO LENGTHS (Army, Navy and Police)

3.—FOUR LENGTHS, HANDICAP. (Members Only)

4.—HIGH DIVE. (Open)

5.—TWO LENGTHS, HANDICAP. (Members only, over 30 years of age)

6.—TWO LENGTHS, HANDICAP. (Members only)

7.—THREE LENGTHS, 100 YARDS. (Open)

8.—TEAM RACE. (Members only)

9.—HURDLE RACE, HANDICAP. (Members only)

10.—SIX LENGTHS, 200 YARDS. (Open)

11.—BOYS' RACE (under 15 years) Two Lengths, Handicap.

12.—BACK RACE, 2 LENGTHS. (Open)

13.—THROWING POLO BALL. (Open)

14.—TWELVE LENGTHS, 400 YARDS. (Open)

15.—WATER POLO. (Members only)

16.—PLUNGING. (Open)

17.—DUCK HUNT.

18.—RUNNING HEADER. (Open)

19.—TEAM RACE. (Open)

20.—CONSOLATION. (Members only)

21.—WATER POLO. (Open)

All events marked "Open" are Interport Events. Entrance Fee, 5/- each Event. (1-3/-, 4-10/-, 11-16/-, 17-23/-) 2/- for each competitor. Nos. 8, 15, 19 and 21; Nos. 2, 11, 20, free. All entrance fees must accompany entries. Entries close on Saturday, the 18th September.

The "Buffs" Aquatic Sports will be held in the Victoria Recreation Club's enclosure on Friday next, the 10th September. The Open event, 3 Lengths, Handicap for the V.R.C. Members has drawn quite a large number of competitors.

The Corinthian Yacht Club's first Annual Aquatic Meeting takes place on Saturday, the 11th instant, and judging from the large number of entries, a good afternoon's sports is anticipated. The ladies of Hongkong are cordially invited. The Water Polo Match will be interesting as both teams comprise picked men from the different Water Polo teams lately competing in the Hongkong Water Polo Shield Competition and will be worth watching. The teams are captained by R. C. Wicheil, and C. J. Cooke and are as follows:—

R. C. Wicheil, (Capt.)

L. E. Lammer.

Private Clerk ("Buffs")

G. Wicheil.

Gunner Burch (8th Coy. R.G.A.)

O. R. Chuaui.

Y. Abbas.

C. J. Cooke, (Capt.)

A. H. Carroll.

Corporal Burke ("Buffs")

J. Forbes.

H. C. Sayer.

Private Williams ("Buffs")

Bandman Barrand ("Buffs").

## INTERPORT SWIMMING.

Shanghai has accepted the invitation of the Hongkong swimmers and are sending down a very strong representative team. We understand the Interportmen leave Shanghai next week by one of the Indo-China Steam Navigation Company's steamers.

## THE AUSTRIAN LLOYD SCHEME.

## DETAILS OF QUICK PASSAGES AT REDUCED RATES.

As already reported in these columns, the Times of India publishes details of an important scheme organised by the Austrian Lloyd Company commencing from February 1 next, for quick passages between Bombay and London and vice versa at greatly reduced fares. The scheme is of the nature of a compromise on all steamers will be combined into one class, and the fares for this single class, including surtax, will be less than the charge hitherto made for second class passengers. Those who have travelled by Austrian Lloyd's unaccelerated service in the past will remember how successfully the one-class principle operated in that case. It is not proposed to make any alteration in the way of lowering the quality of the accommodation offered to passengers, but rather the reverse. The same accommodation will be available at reduced prices and the food provided will be similar to that which has hitherto been served in the first class saloon.

## THE FARES.

The distinction between accelerated or ordinary services will still be retained, but the fares by both kinds of steamer will be approximately the same. Accelerated steamers will run from Bombay twice a month, and ordinary from Bombay via Karachi once a month. By the accelerated steamers the reduced charges from Bombay to Trieste will range between Rs. 35 and Rs. 40. The fares vary according to the position of cabins selected. Accelerated steamers will carry a limited number of passengers in what, for convenience, is called intermediate class at a fare of Rs. 35, this being a special arrangement planned chiefly to give entirely separate accommodation for maid, valets and so on. By the ordinary lines there will be only one uniform fare of Rs. 40. Return tickets will be issued for both lines available for two years in the usual way at the rate of a fare and a half. Passengers who take return tickets will also be allowed to make a sea voyage in one direction by the Messageries Maritimes, Navigazione Generale Italiana or North German Lloyd. Through fares for Bombay to London now are: accelerated line, single ticket, Rs. 40 to Rs. 65; return Rs. 70 to Rs. 102. Ordinary line, single Rs. 55 to Rs. 85; return Rs. 60 to Rs. 94, the variation being according to cabin and class on railway.

## NEW STEAMERS.

In order to cope with the increasing traffic on all their lines, Austrian Lloyd are now proceeding with the construction of a fleet of seven new fast steamers. All steamers for the accelerated service will be new and thoroughly up to date with electric fans free in cabins. The voyage between Bombay and Venice and Trieste will occupy only thirteen or fourteen days. A ship, sailing from Bombay on February 1, will be due to arrive at European ports on the evening of the 14th or morning of 15th according to tide. Special trains will run in connection with the boats by the newly opened route. These will enable one to travel from the Adriatic port right through to Charing Cross in 36 hours. London therefore should be reached on the 15th day out from Bombay by those who wish to travel straight through. The Times of India hopes that Anglo-Indians will unite to support the scheme as the opening of a future of better things for Anglo-Indian travellers who so long have been subject to a marvellous squag.

## HONGKONG STREET INDEX.

## THE LATEST EDITION.

The fourth and latest edition of the Street Index of the City of Victoria and districts, compiled by Mr. Arthur Chapman, Government Assessor, has just been issued. The latest edition of the Colony and Kowloon (not including the New Territories) is covered by the publication which gives in numerical order the numbers of the lots (whether marine, inland, or farm) and street names arranged in alphabetical order with their equivalent in Chinese characters. Well printed on stout paper, by the firm of Government printers, Messrs. Noronha & Co., of 6 Des Voeux Road, the book contains over a hundred and fifty folio pages from cover to cover. To landowners, insurance companies, architects, surveyors, and estate brokers the compilation is invaluable. It has been a laborious task, the character of the undertaking and the size to which the work is certainly to be well almost tempted to suggest that in future editions an effort might be made to include the names of the registered proprietors of the respective lots, when the Index will be nothing less than a miniature land register and as such its value to others than insurance managers and estate agents very considerably enhanced.

## COCAINE ON THE "HONG MOH."

## OFFICIALS FIGHT WITH SMUGGLERS AT RANGOON.

The Customs authorities made a large seizure of cocaine on August 24, on the steamer Hong Moh, which arrived at Rangoon from the Straits and China on August 18. About 3.30 a.m. on the Friday as she lay at the Godwin Road buoy three Chinamen were noticed in the act of lowering five packages into a sampas which lay alongside. Customs officer Davis, Dare and Greator sprang upon them and prevented the packages from being lowered. Then a fight took place which resulted in two of the Chinamen jumping over the side of the ship into the river where they are said to have been picked up by the sampas in waiting and carried away. The other Chinaman and the packages were taken ashore to the Barr Street police station where the packages were found to contain 1,456 bottles of cocaine, 182 ounces, valued roughly at Rs. 14,560.

## AMERICAN CONSUL GENERAL.

## DISTINGUISHED REPRESENTATIVE EN ROUTE TO SINGAPORE.

The Hon. James T. Dubois, recently appointed Consul-General for United States at Singapore, with Mrs. Dubois and his son, who has just graduated from Yale University, sail from America to-day for this port via Europe, says the Straits Times of 31st ult. They expect to make a very leisurely trip and are not due to arrive here before November. Mr. Dubois, junior, will not remain here long, however, but will continue the voyage around the world via the Pacific.

In the person of Dubois, the American government is sending to Singapore the most distinguished representative ever stationed here for that country. He has had a wide experience in the foreign service and has also done notable work for his country at home. He has served with great success in turn at the following stations: Aix-la-Chapelle, Leipzig, Calais, and St. Gall (Switzerland). He was appointed by the President McKinley to the post of editor of the laws in the Department of State at Washington which position he has retained ever since. He has also been largely identified with other interests at Washington. For a long time he has been one of the trustees of the Carnegie Library, there, and one of the directors of the Loan and Trust Co. He is also director of several enterprises in his own State (Pennsylvania), and was recently unanimously elected second vice-president of the Sons of the American Revolution, of which fraternity he is a charter member. Mr. Dubois has attained considerable renown by his public addresses and articles on political questions, being a writer of great force and ability and a public speaker of more than ordinary quality. Over 40,000 copies of a speech delivered by him before the National Civil Service League on the pressing needs of the Civil Service were distributed by the National Business League of Chicago and were of great help in creating sentiment in favour of the complete reorganisation of the civil service which recently took place under the administration of Secretary of State Root.

## BORNEO HEAD HUNTERS.

## PUNISHMENT DIFFICULT Owing TO ABSTRACT JUSTICE.

The head-hunting forays by Sarawak Dyaks into Dutch territory, in West Borneo, have given rise to serious difficulties. The Dutch authorities asked for the surrender of the ringleaders and the Sarawak Government refused to give them up, says the Java Post. It grounded the refusal on the argument that the ringleaders, security that they would receive the due penalty of hanging by the neck to the overstrict proof required by Dutch law. The Dutch admits that the objection is too well-founded. In the province of West Borneo, for instance, the Dutch authorities find it hard to bring the proof of head-hunters home. Direct proof is often wanting. The capture of head-hunters and the mustering of witnesses is, besides, difficult in the inland wilds. The Dutch Government intends to deal more energetically with the head-hunting evil in West and East Borneo. Hitherto head-hunters have been left off with ease. The idea now is to take them by surprise and punish them. But more troops will have to be stationed in the Dyak districts to take action the moment a head-hunting foray is reported. More trouble is feared now for the Sarawak border. Two Dyak tribes—the Bukats and the Pathings—have suffered so much from Sarawak head-hunters that they are meditating vengeance. The Sarawak Dyaks most in fault belong to the Batang Lupar tribe.

## ROYAL HONGKONG GOLF CLUB.

The Captain's Cup and Pool were played for on 4th to 6th September. The following scores were returned:—

CAPTAIN'S CUP.	
Cross.	Handicap.
A. Ritchie	91
M. E. Montell	78
J. R. Boyer	99
Major Close	88
A. C. E. Elborough	104
R. P. Walker	100
25 entries. Remainder no return.	

POOL.	
Cross.	Handicap.
A. Ritchie	91
M. E. Montell	78
Major Close	88
A. C. E. Elborough	104
R. P. Walker	100
15 entries. Remainder no return.	

A. Ritchie having already secured a qualification for the Cup, M. E. Montell qualifies this month with the next best score.

## THE DECLINE OF THE JIRIKISHA.

It has been statistically proved, says the Japan Advertiser, that with the electric tramway the jirikisha in Tokio are gradually decreasing in number as the following table will show:—

Single Seated.	Double Seated.	Jirikisha Total.
1905.....	35,772	6,510
1906.....	40,161	3,102
1907.....	25,793	1,016
1908.....	25,138	864
May, 1909.....	22,889	695

Of the above, total 1,636 belong to the suburbs. Most of the jirikishas who have given up their profession are now employed by factories, and their jirikishas were to the neighbouring prefectures and places on the Nakasendo, where electric cars are not available. This state of affairs has badly affected the jirikisha carriage manufacturing industry. Several years ago there were over 200 factories in Tokio, but these have been reduced to half that number, lately. Akiba & Co., in the Guts, is the largest jirikisha factory in the city, over 100 being manufactured every month, but most of these are exported abroad. The newest jirikisha has rubber tired wheels and ball-bearings.

## MOSQUITOES.

This is not a treatise on entomology. Neither is it the result of the investigations of an enthusiastic savant, who, in some malarial swamp, has suffered mosquitoes gladly in the cause of science.

Merely a wail. A cry from Far Cathay. The vapourings of a soul, almost lost, and tinged with that madness which is akin to genius. Of all the mosquito "ere below, and above too unless our theory of a Heiter Land are quite erroneous, sure, the Chinese variety is the worst. And of all the places in China where mosquitoes most do congregate, surely a certain old hulk at Swatow is the most densely populated. Deep down in its cavernous depths, where the stagnant bilge-water is now for ever at rest, they are fruitful and multiply exceedingly. Disturbed only by the occasional jar of a steamer coming alongside, when, with no angry whirr of countless tiny wings, they give up their loins, so to speak, as the bulk of the skipper might have bunched up his pants, and go on deck seeking whom they may devour.

Alas! Nor far, nor long have they to seek. What light from yonder porthole breaks? What have we here? A passenger? A beautiful, white, tender passenger? A barbarian? A foreign devil? A feast for the gods, let us dissemble.

Slap! I awake from a blissful dream in which a huge insect lemon-squash figured largely, to find myself bathed in perspiration, and my left eye almost closed with the force of my semi-conscious blow.

I get up, to find my cabin alive with mosquitoes. They had entered by the port, which, in my pristine innocence I had left open. Hey! I call. He comes along childlike and blab, and with a guileless smile queries "Mosquitoes have got?"

Was it only yesterday that I was fuming at the cruelty and barbarity of Chinese justice? Surely not, for now, even the torture of a thousand cuts seems humane. Undoubtedly Yank knows best how to treat his own countrymen.

I look at the Payan with what I fondly imagine is an acerbating glance but what, owing to my swollen eye, must appear a facetious wink, then with a studied calm, under which lies a seething cauldron of frenzied emotions, order him to put the mosquito curtain up, and depart in peace lest I do him an injury. Once more I turn in, after carefully tucking the curtain all round the mattress.

Again I compose myself to slumber, soothed by a feeling of perfect security, and lulled to sleep by what now seems the musical hum of the countless horde.

Slap! Again I am awaked, to find that I was not alone under the net. I had merely conserved myself for a favoured few. A feeling as of Daniel in the lion's den comes over me. Yes? A Daniel come to judgment, and getting it!

There is a last straw for even the most stoical of natures. I jump out of bed—bed, a place of rest forthwith—seize a carpet slipper, with which I make frantic slaps wherever I see one of the fiends resting, but invariably miss, and only succeed in making footprints all over the beautiful white paint, and awakening the Chief Engineer, my next door neighbour.

He—the Chief—puts his head out of his door and calls along the alleyway, "What the blazes do ye mean by 'hangin' up pictures at this time in the mornin'." How do ye expect a boddie to sleep in a 't' row?"

There was only one thing to do. I know Scotsmen. So I explained and asked him humbly to have a drink. He came along bringing two lamps with him. Ah! those lamps. Scotsmen are indeed the salt of the earth. Phenix-like they rise to the occasion when other men would be gnashing their teeth in hopeless incompetency.

The lamps were not unlike the ordinary policeman's bull's eye, minus the glass and revolving top. You light them, and put the aperture where the glass ought to be over a mosquito or two and presto!—there is a sizzle of burning wings and the pests lie kicking on the oil reservoir.

The mosquitoes seem to be dazed by the light, and before they can move the hot current of air sucks them in to a horrible death. Ah! such a fine, frizzling, painful death!

Until the grey dawn was breaking, my Scot and I, kept up the chase, the light of an unholly illumination our features as time after time we emptied the lamps.

Never before I realized the sweetness of revenge. I talk not to me henceforth of turning the other cheek! Show me the preacher who will turn the other eye that a mosquito bit you how hungry!

Other vicious insects, such as bees, have a useful place in the great universal scheme, and have the good taste to die when once they have implanted their venom.

But mosquitoes? Do they serve a useful purpose? Do they die? No! A thousand times, No! They fatten and live, and live, and live! Like Professor Teufelsdröckh, I fondly imagine that I too have reached a philosophical pinnacle, far above the petty tyrann of the world. A pinnacle from which I could look down with a calm untroubled serenity at the troubled multitudes below.

But alas for the limitations of human endurance. What does it prevail against the emissaries of the Nether Empire, trained as they are by their Master to get under the cloak of civilization, religion and philosophy under which we poor mortals ostrich-like, try to hide and torment us until in our agony we cast it off and stand revealed in all our primitive simplicity—crawling, sweating savages!

Oh! I, a good people whose hearts and pockets are touched to the sending of missions to China, hear my prayer! Leave the heathen to their little while longer to his idols, and devote your wealth to the extermination of mosquitoes, lest through them your white brethren in the East fall from grace.

J. G. Smith in N. C. D. News.

## THE CASE OF MR. MEARS.

The following is the text of the judgment given by H. M. Consular Court at Kiang on August 12 in the case of the prosecution of Mr. John Mears for the alleged manslaughter of a Chinese.

## DECISION.

I have carefully considered the evidence which has been brought forward for the prosecution and the arguments of the learned Counsel on both sides with regard to the charge which was laid in this Court on July 31 last by Yü Tsan-bing against John Mears, and I wish to thank the able Counsel engaged on both sides for the patience they have shown under very trying climatic conditions. I think that Counsel for the prosecution will admit that he has received fair treatment, and that every facility has been given to him for access to all witnesses and sources of information. The question I have to decide is: Am I of opinion that the evidence is of such a kind that it is sufficient to put the accused party on his trial for the offence which is charged against him? After considering the evidence, I have to exercise my judgment as to its weight or value and form my decision on this judgment. The first facts, of course, are that the man Yü Fa-ch'eng is dead and that a charge has been laid against John Mears for causing his death. Does the evidence raise a strong presumption that the accused party is guilty? This is answerable for the death of the man Yü Fa-ch'eng? The death took place on April 25 last and the charge was laid on July 31 last. We may hold our own opinions as to the causes of this unusually long delay and also as to the causes which led to the institution of the action. As Counsel for the defendant put it, the case had been simmering all these months and I certainly agree with him that though there have been many cases in which natives have lost their lives accidentally, few, if any, have occurred in which the case has been brought forward in an extraordinary manner. The case is one in which a Chinese has laid a charge against an Englishman, and of the three foreigners who have appeared against this accused Englishman two are of American nationality. Yet the charge has been laid, and into the motives for laying it, whether they spring from private spite or other inferior sentiment, it is not my present duty to inquire. My duty is to decide whether the evidence brought forward is of such a kind that it raises a strong or probable presumption in my mind against the accused.

The similarity of the evidence of the Chinese witnesses is so great that it raises the opinion in my mind that they must have been well drilled in order to produce such exactly similar answers. For Chou Jui-tang, and Chou Hsin-ch'ang, simultaneously to make the statement: "You have wounded my man" is, to say the least, an extraordinary coincidence. As Counsel for the defendant pointed out, the similarity throughout is perfectly extraordinary, and the words used, the gestures, the hands placed on the same place, etc., all suggest both some inducement and that the case had been talked over before the various Chinese witnesses at the meeting of the various Chinese employers of the deceased, and closed their shop, came to Kiang and then they admitted they were poor, appear to have been able to support themselves without doing anything. It is not in the Chinese nature for poor people to take holidays of this kind unless they see some certain prospect of deriving benefit therefrom in the near future. Those of us who have been any length of time in China know what estimate to form of the value of Chinese evidence. The sort of evidence brought forward is so easily procured that it is of no weight, and each unit of it being of no weight, the whole must have no weight, and the whole of this Chinese evidence is, therefore, in my opinion, insufficient to law and therefore as against the accused in the present case.

As regards the medical evidence, Doctor Lambert was the first doctor to examine Yü Fa-ch'eng after the alleged assault, and he was therefore in a more advantageous position to make a satisfactory examination than Doctor Hart, the American doctor who performed the autopsy at least eleven days later. Dr. Lambert concluded that the man was suffering from internal hemorrhage, which might have resulted from other causes than a blow. He examined the body and found no signs of any blow. In his opinion death was due to internal hemorrhage and to that only. Dr. Lambert said he had some conversation with Mears which left a general impression that there had been a poke by Mears, but he could not make any positive assertion. It seems highly improbable that had Mears said he poked Yü Dr. Lambert would not have had much more than a general impression—such a statement could not but have made a definite and lasting impression on his mind. Dr. Lambert could not say that Mears had struck Yü, and he could not say that death was due to a blow.

As regards Doctor Hart's autopsy, I am not satisfied that sufficient efforts were made to have any representative of the other side present, or that the fear of a crowd is sufficient reason for holding the autopsy in the most extraordinary conditions under which it was held at dead of night, by artificial light, on an open Chinese road, and without any notice or request in being present sent to the other side. Dr. Hart should have refused to proceed, and have sent to the Consul of the defendant's nationality. I fully agree with Counsel for the defendant that the most extraordinary autopsy was not only useless but improper. It was also illegal. The body was eleven days old, and exposed for five days without any covering in this climate. Though later covered with sand, the evidence shows that as decomposition would take place from inside, this would not retard the process. Dr. Hart admitted that microscopic examination of sections was the only infallible method of detecting previous disease, and his request to take these sections was refused, so he could not say there had been no previous disease. He could not say whether the discoloration on the skin, which was peeling off his swollen, decomposing body, eleven days old, was due to bruising or decomposition. Doctor Lambert also said he could not tell there had been no disease, without microscopic examination, and admitted that diseased organs may rupture spontaneously; he found the man suffering from internal hemorrhage, and regarding the conditions he observed as much more like those which would have been present in the history of a man run over by a cart than like those which would result from the alleged cause. Doctor Hart admitted under cross-examination that he was handicapped by having to perform the autopsy by lamplight, yet he attributes the hemorrhage in this eleven days' old body to a blow though he could not say that the discoloration on the peeling skin was not due to decomposition. There seems to be too keen a desire to connect the hemorrhage with a blow and death with the hemorrhage seen on cutting into a part which it is admitted is the first part of a corpse to decay. The explanation would seem to be that suggested by Counsel for the defence that the body being in a far-advanced stage of decomposition, a certain conclusion could be reached without the microscopic examination, which he was not allowed to make, and that he had therefore to base his conclusion on what he had been told. Refusal to allow the

microscopical examination seems to indicate a suspicion that the disease would have been found. Had Doctor Hart had no previous knowledge of the case, which has been the subject of so much talk and writing and publication in the English and Chinese newspapers, it seems to me that he could not under the circumstances have connected the symptoms he saw with an imaginary blow alleged to have been given eleven days previously. There is, as I said, too keen a desire on his part to connect the discoloration with a blow after he had said he could not swear whether the discoloration was due to a blow or to decomposition. This, as well as the absence of microscopical examination, added to the extraordinary conditions under which this illegal autopsy was held, raise in my mind the conviction that Doctor Hart's evidence is not of the kind which can be allowed to have any weight at all against the defendant.

The charge against the defendant is a very serious one, but it seems to me that the allegations of the witnesses as to Mears' connection with the cause of death are not either conclusive enough or sufficient weight to justify me in sending the matter to the Supreme Court. After careful consideration I am of the opinion that the medical evidence in so far as it is against the defendant is altogether insufficient, inconclusive, and unsatisfactory, and that I cannot conscientiously attach any weight to the homogenous evidence of a crowd of well-drilled coolies and other natives closely associated with them, and that these two sets of evidence, even when combined, are not sufficient to justify putting the accused party on his trial. The defendant is accordingly discharged.

(Signed) E. T. G. WARNER,

H. B. M. Consul and Judge of the Provincial Court, Kiang, August 12, 1909.

N. C. D. News.

## A SEVERE SENTENCE.

## LIFE MADE UNBEARABLE.

Before Commander Radcliffe, at the Marine Court, yesterday, says the Singapore Free Press of 31st ult., Sydney Elvy, a young English trimmer on the British steamer Welsh Prince, was charged with desertion.

Accused pleaded not guilty.

Capt. A. H. V. Sheppard, master of the Welsh Prince, said the accused signed on as a trimmer at Shanghai on the 5th of this month. The ship arrived here on the 21st and on the same day Elvy left the ship with his belongings. He was given him \$5 and leave to go ashore. He had not returned to the ship since. There was an entry in the logbook. The vessel was to have sailed on the 28th or 29th. It was advertised in the papers. They were only detained by cargo.

Elvy said that on the 5th of this month he was forced through circumstances to sign on the articles of Welsh Prince. He was not in very good health at the time. When he got on board, he found the majority of the crew below were Germans. He had to live with them in the fore-cabin and could not understand what they were saying. At Hongkong, a German came on board to work his passage. As soon as he started working, the Germans did not want accused. He had two or three rows with them which he did not report. He was so miserable that he was determined to obtain a situation in Singapore and ask the Captain to let him off. He started work as an engine driver with John Aird and Co. on the 23rd and the job was good for three years. He was going to inform the Captain, but met some of the crew and they advised him not to. He wrote a letter to John Aird's chief engineer on Sunday and was apprehended by the Inspector at eight.

Acting Inspector Tredgold gave evidence of arresting the accused in High Street. He was in company of several of John Aird's pole. Witness believed he was employed with the firm as engine driver.

In reply to the Court, Captain Sheppard said Elvy had £1.5 due to him on the ship. He wished to press the case.

Commander Radcliffe sentenced Elvy to three weeks' rigorous imprisonment and he was also ordered to forfeit the money due to him.

Elvy—Can I appeal against the sentence?

His worship—No.

Elvy—My life was made unbearable by those Germans.

His worship—You were liable to twelve weeks' imprisonment.

## INDIAN GROWN RUBBER.

## ACCOUNT OF RESULTS OF SCIENTIFIC EXAMINATIONS.

The annual report of the Imperial Institute contains the following results of the examination of rubber from India by the scientific department:—

Para rubber (Hevea brasiliensis). The specimens submitted for examination were prepared at the Government experimental gardens at Kullar and Burtlar in the Nilgiri Hills. The rubber from both sources was very satisfactory in chemical composition, comparing favourably in this respect with plantation Para rubber from Ceylon, but it was deficient in strength. The specimen from Burtlar was much lighter in colour than that from Kullar, and was consequently valued at a higher price, the quotations being 5s. 4d. to 5s. 5d. per lb. and 5s. to 5s. 2d. per lb., respectively, with plantation Para biscuits at 5s. 3d. to 5s. 4d. per lb.











## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## PUBLIC MORTUARY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—I have been informed that a European Constable of the Police Force here, had to attend the Public Mortuary at West Point this morning in order to identify the body of a Chinese suicide. On entering the Mortuary he rather naturally lit his pipe, when he was told by the Medical Officer (surgeon) who, I believe, by the way, is a Naval Surgeon) that he must not smoke in the Mortuary.

It appears to me that in the present state of the weather and the unspeakable condition of the foid remains which adorn the tables in the Mortuary nearly all the year round, that even solely from principles of hygiene this medical gentleman would not have given such an order to anyone.

There are no notices displayed in the Public Mortuary to the effect that smoking is therein prohibited and during the late Dr. Hunter's regime no such restrictions were placed on anyone visiting the Mortuary by that much respected medic who always smoked a pipe himself during the time which he was forced to spend at his very unsavory labours in the Mortuary.

I don't think that it is fair to anyone, Police Constable or no—who is bound to visit such a place—that he should be forced to breathe a foul, germ-laden atmosphere against his will and against his better judgment. I am, etc.

"VERITAS."

Hongkong, 9th September.

## COLLAPSE OF FACTORY AT CANTON.

SEVERAL LIVES LOST.

(From Our Own Correspondent.)

Canton, 9th September.  
Shortly after 8 o'clock last night, during a violent squall which visited this city, the Canton Aerial Water Company's factory situated on the bund in close proximity to the Canton Hospital, which was in course of construction, was blown down. As the walls collapsed without the least warning a number of workmen who were sleeping there at the time were buried under the debris. Others fortunately effected their escape. In answer to the alarm raised, men from various charitable institutions hastened to the scene to render assistance. In spite of being handicapped by the darkness prevailing at the time, the people spared no pains to extricate the unfortunate victims of the accident, regardless of the hard labour involved upon them. Six men were extricated from the ruins, of whom four were dead and the other two seriously injured. It was nearly one o'clock when the men abandoned their work and proceeded to their homes. It is reported that at the time of the accident, thirteen persons were sleeping in the shed attached to the factory, so it is surmised that the loss of life is not complete. A number of coolies were engaged to-day in the work of recovering the dead bodies.

## COMMERCIAL.

## YARN MARKET.

Hongkong, 3rd September, 1909.  
There has been much less doing in this market, and the past fortnight has been comparatively quiet. The principal factor at work has been the recent rise in Rupee exchange, leading to the belief amongst buyers of a still greater improvement in remitting rates in the near future. Importers have been pressing sales at a reduction of 50 cents to a dollar per bale on all desirable spinning, but dealers are acting very cautiously, and being now fairly well supplied with every grade of twist from their late heavy purchases, can afford to wait developments, and business at the close is more or less at a standstill. No. 20s continue to attract attention and have been largely dealt in and comprise the bulk of the settlements. The demand for No. 10s has greatly subsided and would appear to run on medium grades. Nos. 12s and 14s are in short supply and values of favourite tickets show some appreciation. Receipts during the interval are moderate, and stocks show a slight decrease from last estimate. The market closes quiet but steady. Bombay continues strong, and only a small business is passing for the Far Eastern markets; the level of value being still unapproachable, as compared with prices ruling here and in the North.

Sales of the interval aggregate 4,591 bales, arrivals amount to 5,839 bales; unsold stock estimated at 18,000; and sold but uncleared yarn in second hands at 35,000 bales. Local Manufacturers' Nos. 10s at 21.5, and 250 bales No. 12s at 21.75 are reported.

Japanese Yarn.—There is no change in the continued quietness of these threads.

Raw Cotton.—Stocks of Indian and China staple are exhausted, and in the absence of any supply the market is almost closed. Quotations are: Indian, \$28 to \$36; and Chinese, \$32 to \$37.

Exchange on India has slightly advanced in sympathy with silver and closes strong to-day at Rs. 157 7/8 and 158 1/2 for Port. On Shanghai 74 1/2 and on Java 85 1/2.

The undemoted business in imported and local spinning is reported from Shanghai during the fortnight ended the 28th ultimo, viz.:

Indian.—Demand continued brisk during the first portion of the interval, but has considerably subsided at the close. Total sales about 3,000 bales at about level quotations, with an estimated stock of 70,000 bales.

Japanese.—In good request, about 3,500 bales changing hands on the basis of Tls. 103 1/2 to Tls. 111 for No. 16s, and Tls. 116 to Tls. 119 for No. 20s.

Local.—Sales reported are 1,000 bales Nos. 14s and 16s, at Tls. 100 and Tls. 106 respectively.

P. EDULJEE, Broker.

3rd September, 1909.

Our last circular was dated the 20th ultimo per s. *Calcutta*. Since when the speculative demand therein alluded to has greatly subsided and sales effected during the interval amount to about the half the quantity previously reported. Dealers having already a large quantity of every grade of twist in hand, and deterred by the high prices now ruling are holding entirely aloof and endeavouring to meet what little country demand that exists and also operating amongst themselves at more or less profit with a view to ease their heavy holdings. Business consequently from first hands has been on a smaller scale, but deliveries have been satisfactory. Bombay keeps very strong but China importers are fighting shy of the very high prices ruling there and are awaiting developments. We close quiet and steady.

No. 6s.—In small inquiry at quotations.

No. 10s.—Are rather easier and the demand has run on medium grades in which a fair business has been done at or about quotations.

No. 12s and 16s.—In fair request, but being in supplies prices have ruled irregular, some spinners showing an advance of 50 cents to a dollar per bale while other tickets are slightly easier.

No. 20s.—Have been in fair request at or about quotations.

Total sales about 4,000 bales. Unsold stocks estimated at 19,000 bales.

Sold but uncleared in the godowns, and to arrive 40,000 bales.

Arrivals.—The mail str. *Assaye* and extra str. *Takashi* from Bombay, and str. *Pook-sung*, *Lahang* and *Japur* from Calcutta have brought in 2,991 bales for Hongkong and 10,000 bales for Shanghai, shipments from Hongkong to Shanghai, and coast ports, &c. amount to about 3,000 bales.

Shanghai.—Is reported quiet with only a small business passing at previous rates.

Japanese Yarn.—Market almost closed.

Local Mill.—Sales of 75 bales No. 8s, at \$13 and 300 bales No. 10s at \$15 and 250 bales No. 12s at \$17 are reported.

Raw Cotton.—No arrivals, stocks or transactions of both Indian and Chinese quotations are Indian \$28 to \$36 and China \$32 to \$37.

Rupee T/T 13 1/2, Sterling/D/D 1/9 1/16, Shanghai/T/T 74 1/2, Rupee/D/D 1/3 1/16, Sterling, 4 1/2, 1/10 3/16, Japan, 85 1/2, Bar Silver 23 1/2.

POLISHWALLA AND KOTWALLA, Cotton and Yarn Brokers.

## FRIIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 4th instant:

The freight market still continues in the same depressed state with only a few fixtures to report. Only in one direction inquiry for tonnage is a little better than of late.

Saigon/Hongkong.—There has been no fixture to report in this direction, and rate has receded to 8 cents per picul.

Saigon/Philippines.—A few charters have again taken place, but rates show a downward tendency.

Java/Hongkong.—The local sugar market is exceedingly firm. The fixture of two more boats indicates more tonnage will be required.

Newchwang/Canton.—A steamer has been fixed on private terms.

Coal freight is slightly better. The following rates have been paid during the fortnight: Wakamatsu to Hongkong \$1.00, Wakamatsu to Amoy \$2.30, and Wakamatsu to Canton \$2.50.

Sail Tonnage Loading or to Load.—For Baltimore and New York: Brit. bark *Ellipse*, 2,968 tons, arrived 30th July. Brit. ship *King George*, 2,057 tons reg., arrived 1st August.

Sail Tonnage Disengaged.—None.

Departure of Sailers.—None.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:

Business continues on a small scale and few changes in stocks have taken place during the week under review.

The Green Island Cement Co., Ltd., have declared an interim dividend of 35 cents per share for the six months ending 30th June, 1909, payable on the 25th inst. The transfer books of the Company will be closed from the 15th to 25th inst.

The ordinary general meeting of shareholders in the Douglas Steamship Co., Ltd., is advertised to take place on Saturday, the 25th inst., at noon. The transfer books of the Company will be closed from the 15th to the 25th inst.

The ordinary annual meeting of shareholders in the Hongkong Cotton Spinning Weaving and Dyeing Co., Ltd., will be held on Saturday, the 25th inst., at noon. The transfer books of the Company will be closed from the 15th to the 25th inst.

Banks.—Hongkong and Shanghai Banks have been an easier market, business having been done at \$995 closing with probable sellers at \$1,000. The London price is \$95. Nationals continue firm and in demand at \$95.

Marine Insurances.—Cantons continue on offer at \$185. A fair business in Unions has been put through at \$80, and steady at the rate. In the North, Yangtze are quoted at \$335, and North Chinas at Tls. 118.

Fire Insurances.—China Fires have been dealt in at \$114, and at the close are offering at \$115. Hongkong Fires are in demand at \$350 without inducing sellers.

Shipping.—China and Manilla and Douglas are quiet at quotations. Hongkong, Canton and Macao Steamboats are unchanged and obtainable at \$31 1/2. Indo-Chinas are neglected at \$60. In Shanghai, there are sellers at Tls. 47 1/2. Shell Transports are firm and wanted at 7 1/2.

Refineries.—China Sugars have been a strong market, and after sales at \$147 1/2, rule steady. Luxons have weakened to \$25 at which rate business has been done. Perak Sugars are slightly firmer and have inquiries at Tls. 295.

Mining.—Chinese Engineerings are offering at Tls. 42.50. Rauba have slightly hardened and sales have been effected at \$81. It is rumored that this Company has made a profit of \$4,000, and that it is expected that they will pay a dividend of 1s. 2d. per share.

Docks, Wharves and Godowns.—Sales have been effected of Kwong Wah at \$50 and \$61, closing steady at the latter rate. Whampoa Docks have found buyers at \$61 1/2 and more probably be placed at the price. Shanghai Docks have weakened to Tls. 70 1/2 at which rate there are sellers. Hongkew Wharves have been sold at Tls. 148.

Lands, Hotels & Buildings.—Hongkong Hotels are quiet at \$75 for the old and \$25 for the new shares. In their report for the half year ending 30th June, 1909, the Directors of this Company state that the Profit and Loss account from the 1st December 1908, shows a credit balance of \$70,211.29 which it is recommended should be apportioned as follows:—To pay a dividend of \$1.40 per share on 12,000 old shares and 40 cents per share or 7.80 new shares absorbing in all \$31,958.80; to transfer to Repairs and Renewals account \$10,000; to write off furniture and fixtures \$5,000; to write off Electric Plant \$4,000 and to carry forward to new account the balance of \$19,772.49.

Hongkong Lands are on offer at \$105. Humphreys lands are weak and neglected at \$52.

Cotton Mills.—Hongkong Cottons have declined to \$7 at which rate they are on offer. Erwa have further improved to Tls. 15 1/2, but there are sellers at the rate. In other Northern Mills, we take the following changes from latest mail advices to hand from the North:—International, Tls. 91. Lau Kung Mow Tls. 112 1/2 sellers, Soy Chees Tls. 45 1/2 sales.

Miscellaneous.—China Light and Powers have weakened to \$64 after sales, and at the close further sellers prevail at the rate. Dairy Farms have strengthened to \$7 1/2, at which rate they are on offer, but none are obtainable under \$4. William Powells are procurable at \$4. The report of the directors of this company for the year ending 30th June, 1909, has just been submitted to shareholders. The Profit for the year, including the sum of \$3,95 brought forward from last account, and after allowing for bad and doubtful debts amount to \$6,375.89 which it is recommended that this amount should be absorbed.

THE MONEY MARKET.

TENDENCY FOR UPWARD RATES CHECKED.

Messrs. Samuel Montagu and Co., in their report, dated from London, 5th ult. state:—

About \$650,000 bar gold arrived from South Africa and India, and will again be divided between the Continent and the Bank of England. The price remained at the minimum of 77 1/2 p. per oz. standard.

The Bank received the following amounts in bar gold: July 29, \$17,900; July 30, \$148,000; July 31, \$200,000; Aug. 1, \$163,000; and Aug. 4, \$12,000. Aug. 3, \$27,000 and Aug. 4, \$7,000 sovereigns from France.

The total influx for the week amounts to \$400,000.

We understand that a definite step is about to be taken to reiterate the United States silver coin which circulates in the Dominion of Canada, and to replace it with Canadian coin.

In view of the Canadian output of silver this appears both expedient and patriotic.

The process is bound to be rather a slow one, but it is not without interest to the silver market, for, allowing 40 per cent. of the silver coin current in Canada to be alloyed, and the total amount required for circulation to be the same proportion as in the Latin Union, it will be necessary, on the basis of the present price, for the Canadian Government to purchase at least \$500,000 of silver to provide the fresh coins.

During the month of July the average price work out 135.28d for cash, and 25.50 for two months: the highest quotation for cash was 23 1/2, and for two months 23 1/16; the lowest for both positions was 13 1/2.

Throughout the latter portion of the month—from the 15th to the 31st—the fluctuations kept within a narrow margin of 1/8 of a penny. SLIGHT IMPROVEMENT.

The tone of the market has shown a slight improvement.

Doubtless the shipment of \$125,500 to Shanghai by the German steamer had a strengthening effect, for it relieved London of a considerable portion of the local stock. Moreover, next week's steamer to Bombay being the settlement one, there is a demand for shipment for that quarter; but, stocks in Bombay are so abundant and so easily replenished that any tendency for rates to run upward meets with a speedy check. This was felt on Tuesday, when the price rose under pressure of special orders to 23 1/2 p. but at once went weak after fixing.

At 23 1/2 p. and above, a certain amount of silver is likely to be sold out on China account, and it is a fair deduction from this readiness to feed the market at a rise, that the movements of the price will keep within narrow limits under the conditions that now obtain.

Telegraphic advice has been received that \$42,500 has been shipped from San Francisco to the Far East.

The quotations fixed to-day for cash and two months are 23 1/2 and 23 1/16 above those quoted on the date of our last letter.

by writing off fixtures and fittings \$5,590.80 and carrying forward the balance of \$782.03. Langkats declined to Tls. 1,025 during the early part of the week, but at the close are on offer at Tls. 1,030. Sumatra have suffered a severe decline but at the close there are buyers at Tls. 1,131.

Rubbers.—A fair business has been put through in Rubber stocks during the week and the market closes steady. Anglo-Malays are on offer at \$7.1 1/2. Dalgornies are firmer and wanted at \$54. Cattlefields are quoted \$2.10/1/2 by mail from Singapore and Highlands and Lowlands at \$3.45/4. Linggis have been dealt in to a fair extent at \$1.50, and at the close more can be placed. We are in receipt of telegraphic information to the effect that an interim dividend of 40 per cent. has been declared.

Exchange.—The Banks selling rate on London is 1/8 1/16 on demand. The T/T rate on Shanghai is 74 1/2.

Dividends Payable.—Langkats: Third quarterly dividend of Tls. 124 for account 1909. Payable in Shanghai on the 15th inst. Hongkong Hotels: Interim of \$2.40 on old and 40 cents on new shares for account 1909 payable to-morrow. Green Island Cement: Interim of 35 cent per share for account 1909. Payable on the 25th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 20th September. October " 20th October. November " 20th November. December " 19th December.

## THE MONEY MARKET.

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## QUOTATIONS.

Quotations for bar silver per oz. Standard.

June 30—23 1/16d. cash; 23 1/16d. 2 months.

July 31—23 1/16d. " 23 1/16d. "

Aug. 3—23 1/16d. " 23 1/16d. "

Aug. 5—23 1/16d. " 23 1/16d. "

Average " 23 1/16d. "

for the 23 1/16d. " 23 1/16d. "

Bank Rate " 24 per cent.

Bar Gold per oz. Standard " 77 1/2 p.

French Gold Coin per oz. " 76s. 4d.

German Gold Coin per oz. " 76s. 4d.

United States Gold Coin per oz. " 76s. 4d.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. " 118 1/2

Do. demand " 118 1/2

Do. 3 months sight " 118 1/2

France—Bank T.T. " 120 1/2

America—Bank T.T. " 120 1/2

Germany—Bank T.T. " 120 1/2

India T.T. " 120 1/2

Do. demand " 120 1/2

Shanghai—Bank T.T. " 74 1/2

Singapore—Bank T.T. per H.K. \$100 " 74 1/2

Japan—Bank T.T. " 74 1/2

Java—Bank T.T. " 104 1/2

4 months' sight L/C " 104 1/2

6 months' sight L/C " 104 1/2

30 days' sight San Francisco & New York " 104 1/2

4 months' sight do. " 104 1/2

4 months' sight France " 23 1/2

4 months' sight Germany " 23 1/2

Bar Silver " 23 1/2

Bank of England rate " 11 1/2

A FINE of \$50 was imposed on a shop-keeper in the Police Court last Tuesday for using false scale.

It took 93,199 pieces of poison to get 8,566 dead rats last year. The Penang rat seems to be a wary bird.

The Ministry of Posts and Communications has selected forty-two students to be sent to America for education.

The Malay Mail hears that the shipments of rubber for Port Swettenham last week were likely to beat the record.

A NEW rubber issue, the Java Consolidated, is foreshadowed with a big capital of £400,000, the acreage being 10,000.

It is announced that the Nanyang Exhibition will be a national exhibition and will be opened in the 4th moon next year or later.

It is stated that the Viceroy of Kwangtung has telegraphed to the Waiwup reporting that complications have arisen over some islands near S. Pratas.

The opinion of the government of India has been invited by the Secretary of State upon the resolution passed by the recent Opium Commission at Shanghai.

A CHINA MAN was fined \$35 at the Police Court last Thursday for emigrating to Java under a false name, thereby robbing the real passenger of his passage.

The Waiwup will ask the Throne to issue an order commanding the provincial authorities to take strict precautionary measures against the boycott of foreign goods.

THIRTEEN men were arraigned at the Magistrate's last Thursday on a charge of gambling at Sham-shui-po. Two of the defendants were fined \$25 each, while the rest had each to pay \$5.

AMONGST the passengers on board the outward French mail steamer, Oct. 11/2, due here on Monday, is Don Crisanto Lichauco, who is returning from London to Manila via Hongkong.

The combined military and naval sweeping operations directed against the rioters in Seoul, Korea have been begun. Patrols provided with motor-cars will shortly take part in the movement.

TWENTY-FOUR Korean prisoners while attempting to break out of gaol at Seoul attacked the Korean warders, and the Japanese warders had to kill eight prisoners in order to subdue the others.

We are informed by the Colonial Secretary that information has been received from H. B. M. Consul at Chelof that quarantine is continued since 5th inst. and that Newchwang has released Hongkong from quarantine restrictions.

The President of the United States has appointed to Tokio Mr. Charles Campbell, Jr. of Charlottesville, Va., as third Secretary of Embassy in place of Mr. W. J. Wallace, who is appointed to the Secretaryship at Copenhagen, Denmark.

It is reported that on account of the authorities of the Kioochou-Tsaiun Railway refusing to accept Chinese currency for fares, demanding instead bank notes issued by the German Bank, much inconvenience has been caused to Chinese passengers.

Mr. Michael Hughes, lately H. M. Consul at Newchwang, and who was called to the Bar in January this year, is returning to Shanghai, where he will take up legal practice. Mr. Hughes recently obtained the degree of LL.D. from the Royal University of Ireland.

Mr. E. R. Carlos, Queen's Scholar from St. Joseph's Institution, Singapore, who is already an M.A. of Edinburgh University, has recently passed the final B.Sc. examination of that university as well as the third-year's professional examination in medicine and surgery.



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$15,000,000	\$2,000,514	{Interim of 1/2 for account 1909 @ ex 1/91 = \$2.71.....	4 %	{ \$1,000 sellers London 293
National Bank of China, Limited	99,921	£7	£8	{ £4,000 \$100,000	\$30,558	\$2 (London 3/6) for 1908 .....	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$14,757 \$14,990 \$15,000	none	\$14 for 1907 .....	7 1/2 %	\$185 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 307,747 Tls. 118,477	Tls. 150,518	Interim of 7/6 for 1908 .....	5 1/2 %	Tls. 118
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$200,000 \$109,248 \$105,248 \$68,809	\$8,464,891	{Final of 17 making \$47 for 1907 and interim of \$50 for 1908 .....	5 1/2 %	\$840
Yangtze Insurance Association, Limited	18,000	\$100	\$50	{ \$1,000,000 \$294,405 \$199,464	\$707,637	\$12 and bonus \$3 for 1907 .....	7 1/2 %	\$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$108,668 \$11,803	\$375,841	\$6 and bonus \$2 for 1907 .....	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,488,173	\$168,711	\$27 for 1907 .....	8 %	\$355 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638 \$299,000	\$1,015	\$2 for 1906 .....	...	\$8 1/2 sales
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$100,000 \$617,500 \$119,267	Nil.	\$2 for year ending 30.6.1908 .....	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$228,645 \$10,000 \$240,000	\$21,170	Interim of \$1 1/2 for account 1909 .....	7 1/2 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£1	{ \$10,000 \$240,000	£13,755	{6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 .....	...	\$60
Do. (Deferred)	60,000	£5	£1	{ \$240,000 \$780,000	£61,817	Final of 2 1/2 for 1908 and interim of 1 1/2 for 2 1/2 1909 .....	...	7 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$100,000 \$65,000 \$48,683	\$1,131	{ \$1.00 for year ending 10.4.1909 .....	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$48,683		{ \$0.50	3 1/2 %	\$15 1/2
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$100,000 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08 .....	3 1/2 %	\$147 1/2 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$15,898	\$3 for 1907 .....	...	\$25 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 9,173	Tls. 2 1/2 for year ending 31.8.08 .....	...	Tls. 295 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,389	£11,516	{Interim of 1/6 (coupon No.12) for year ending 29.2.09 .....	7 %	Tls. 18.20
Raeb Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,871	Dr. £4,191	No. 12 of 1/4 = 48 cents .....	...	\$8 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$48,088	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$550,000 \$26,806 \$40,000	\$30,102	None .....	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$97,199 \$221,000	\$345,163	Interim of \$1 1/2 for account 1909 .....	12 1/2 %	\$61 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 6,261	Final of Tls. 2 1/2 for year ending 30.4.09 .....	6 1/2 %	Tls. 79 1/2
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,857 Tls. 50,000 Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	6 1/2 %	Tls. 148 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$15,185	Tls. 4,134	Tls. 6 for year ending 29.2.09 .....	5 1/2 %	Tls. 105 1/2
Central Stores, Limited	13,000	\$15	\$15	{ \$10,000 \$50	\$24,641	\$1.20 on old and 60 cents on first new issue .....	...	\$17 buyers
Hongkong Hotel Company, Limited	8,000	\$20	\$25	{ \$64,975 \$25,912	\$895	Final of \$3 making \$6 for 1908 .....	...	\$75 ex n.7.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$20	\$200	{ \$25,912 \$221,000	\$26,475	Interim of \$1 1/2 for account 1909 .....	6 1/2 %	\$105 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$221,000 \$48,681	\$5,486	60 cents for 1908 .....	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$278	\$1 1/2 for 1908 .....	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909 .....	6 1/2 %	Tls. 120 1/2
West Point Building Company, Limited	12,100	\$50	\$50	{ none	\$1,908	Interim of \$2 for account 1909 .....	8 1/2 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,933	Tls. 8,820	Tls. 5 for year ended 31.10. 1908 .....	3 1/2 %	Tls. 138 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$50,000	\$9,551	50 cents for year ending 31.7.08 .....	6 %	\$7 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.05 (8%) .....	...	Tls. 122 1/2
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,829	Tls. 4 for 1908 .....	...	Tls. 445 1/2
Soy Chee Cotton Spinning Company, Limited	5,000	Tls. 500	Tls. 500	{ Tls. 11,178	Tls. 15,911	Tls. 50 for 1906 .....	...	
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	{ £1,500	£68	1/10th per share for 1908 .....	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$40,000	Nil	\$1.20 or 1908 .....	9 %	\$13 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$61,138	50 cents for year ended 28.2.06 .....	...	\$6 1/2 sellers
Do. "special shares"	50,000	\$1	\$1	{ none		80 cents for 1908 .....	8 1/2 %	\$9.60 sellers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$100,000	\$1,407	\$1.50 for year ending 31.7.08 .....	7 1/2 %	\$17 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$8,000	\$48	Final of 50 cents making 90 cents for 1908 .....	10 %	\$8.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000	\$3,756	80 cents for year ending 31.12.08 .....	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000	\$670		...	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09 .....	6 %	\$20 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000	\$7,616	Interim of \$2 for account 1909 .....	10 %	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$20,000	\$8,790	Interim of \$1 for account 1909 .....	8 1/2 %	\$24 sellers
Maatschappij tot Mijl., Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 48,914	Tls. 116,688	and Quarterly div. of Tls. 12 1/2 for account 1909 .....	4 %	Tls. 1,030 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10 1/2	{ \$80,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 .....	6 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	{ none			...	\$1.40
Philippines Company, Limited	75,000	\$10	\$10	{ none	P. 18,640	None .....	3 %	\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908 .....	4 1/2 %	Tls. 133 1/2
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$56,602	None .....	...	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$216	40 cents for year ending 31.5.08 .....	7 %	\$10 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$172	60 cents for year ending 31.12.08 .....	5 %	\$11 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000	\$1,350	60 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07 .....	6 1/2 %	\$18
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$500,000 \$25,000	\$2,613	Final of 30 cents for 1908 .....	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	{ none	\$1.95	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid), Do. (partly paid)	46,500 103,500	£1 10/6	£1 17/6	{ none	none	30 % = 6/ per share for year 1908 .....	...	{ £7.13 1/2 £6.15
Balgownie Rubber Estate, Limited (fully paid)	20,000	\$10	\$10	{ none	\$7,400	25 % for year ending 31.3.09 .....	...	\$5 1/2 buyers
Cassidoff Rubber Estate, Limited (fully paid)	6,000	£1	£1	{ none	none	None .....	...	£2.10
Do. Do. (contributory)	24,000	£1	17/6	{ none	none		...	£2.76
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	{ £8,784	none	None .....	...	£3.46
Do. Do. (contributory)	123,546	£1	15/6	{ none	none		...	£3.11
Kuala Lumpur Rubber Co., Limited	182,000	£1	£1	{ none	1,820	5 % for year ending 30.6.08 .....	...	£2.15 1/2
Langkat Plantations, Limited (ordinary)	900,000	2/-	2/-	{ none	none	6 % for year 1908 .....	...	£1.3 buyers
Do. Do. (7% pref.)	10,000	£1	£1	{ £4,000	none	7 % for year 1908 .....	...	£2.13 1/2
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ none	\$6,722	15 % for year ending 31.12.08 .....	...	\$25 sellers
Do. Do. (8% pref.)	2,500	\$10	\$10	{ none			...	nominal
Ledbury Rubber Estates Limited	60,000	£1	£1	{ none	none	None .....	...	£2 buyers
Do. Do. (contributory)	40,000	£1	7/6	{ none			...	£2.5
* These shares are entitled to half of the profits.								

**HONGKONG AVERAGE MARKET  
PRICES.**

Corrected 21/4 September, 100 clu; per 3 Max.

BUTCHER MEAT.		Cents
Beef shloin & prime cut—Mel Lung Pa B.		20
" Corned—Ham Ngau Yuk		20
" Roast—Shlu		20
" Breast—Ngau Lam		18
" Soup, Tong Yik		1
" Steak—Ngau Yuk Pa		2
" Shloin—Ngau Lau		3
" Sausages—Ngau Yuk Chuanng		2
Bullock's Brains— " Know.....	per set	1
" Tongue fresh—Ngau Li.....	each	5
" corned—Ham Ngau Li.....		6
" Head—Ngau Tau		8
" Heart—Ngau Sum	per lb	1
" Hump, Salt—Ngau Kin		1
" Feet—Ngau Keok	each	1
" Kidneys—Ngau Yiu.....		1
" Tail—Ngau Mel		1
" Liver—Ngau Gon	lb	1
" Tripe (undressed)—Ngau To.....		1
Calves' Head and Feet—Ngau-chai-tau-keok.....	set	\$1.
Mutton Chop—Yeung Pal Kwat	lb	
" Leg—Yeung Pal		
" Shoulder—Yeung Shau		
Pigs' Chittlings—Chi cheong		
" Brains—Chi Know.....	per set	
" Feet—Chi Keok		
" Fry—Chi Ghak		
" Head—Chi Tau		
" Heart—Chi Sum	each	
" Kidneys—Chi Yiu	pair	
" Liver—Chi Gon	lb	
Pork, Chop—Chi Pal Kwat		
" Corned—Ham Chu Yuk		
" Leg—Chu Pal		
" Fat or Lard—Chu Yau		
Sheep's Head and Feet—Yeung Tau		
" Keok	set	
" Heart—Yeung Sum	each	
" Kidneys—Yeung Yiu		
" Liver—Yeung Gon	lb	
Suckling Pigs, To Order—Chu Chai		
Suet Beef—Sang Ngau Yau		
" Mutton—Sang Yeung Yau		
Veal—Ngau Chai Yuk		
" Sausages—Ngau Chai Yuk Tong		
POULTRY.		
Chicken—Kal Chai	lb	
Gapons, Large, Small—Sin Kal		
Ducks—Ap		
Doves—Pan Kau	each	
Eggs, Hen—Kal Tan	per doz	
Fowls, Canton—Kal	lb	
" Hainan—Hol Nam Kal		
Geese—Ngo		
Geese, Wild Shanghai—Sheung Hol Ye		
" Ngo	pair	
Musk Deer—Wong Keng	each	
Hare—Tu Chai		
Partridge—Gha Khoo		
Pheasants—Shan Kal	pair	
Pigeons, Canton—Pak Kip	each	
" Holhow—Holhow Pak Kip		
Quail—Um Ghun		
Rice Birds—Wo Fa Cheuk	dozen	
Snipe—Sa Chai	each	
Turkeys, Cock—Fo Kal Kung	per lb	
" Hen— " Na		
Wild Ducks, Shanghai, Sol-ap	pair	
Tsai, Shanghai, Sol Ap Chai		
Wild Ducks Canton—Sang Shing Sol		
" Ap	per pair	
FISH.		
Barbel—Ka Yu	lb	
Bream—Bin Yu		
Canton Fresh Water Fish—Hol Bin Yu		
Garp—Li Yu		
Gatfish—Chik Yu		
Godfish—Mun Yu		
Grabs—Hal		
Gurtle Fish—Mok Yu		
Dab—Sa Man Yu		
Dace—Wong Mel Lun		
Dog Fish—Tit To Sa		
Wels, Congor—Hal Man Yu		
" Fresh water—Tan Sol Yu		
" Yellow—Wong Sin		
Frog—Tien Kal		
Garonpe—Sek Pan		
Gudgoun—Pak Kip Yu		
Herring—Tso Pak		
Hallbut—Cheung Kwan Yu		
Lahut—Wong Fa Yu		
Loach—Wa Yu		
Lobsters—Lung Ha		
Mackerel—Chl Yu		
Munk Fish—Mou Yu		
Mullet—Chai Yu		
Oysters—Sang Hoo		
Parrotfish—Kal Kung Yu		
Perch—Tau Loo		
Pike—Fa Paw Poong		
Plaice—Pan Yu		
Pomfret, Black—Hak Cheung		
Pomfret, White—Pak Cheung		
Prawns—Ming Ha		
Ray—Fat Pa Sa		
Rock Fish—Sek Kap Kung		

Shark—Sa Yu	.....	11
Skate—Po Yu	.....	10
Shrimps—Ha	.....	25
Snapper—Lap Yu	.....	35
Soles—Tai Sa Yu	.....	15
Tench—Wan Yu	.....	15
Turbot—Cho How Yu	.....	21
Turtles, small, fresh water—Kook Yu	.....	6
White Belt—Ngau Yu Chai	.....	11
FRUITS.		
Almond—Hung Yan	.....	2
Apples, (California)—Kam San Ping	.....	3
Ko	.....	3
" (Chefoo)—Tia Chua Ping	.....	3
Ko	.....	3
" Small—Hol Tong	.....	3
" Onstar—Fan Lai Chai	.....	each
Bananas, fragrant, Canton—Sung Sheng	.....	each
Heung Chiu	.....	each
" (brides), Macao—San Heung Chiu	.....	each
Chestnuts, Chinese—Fong Lut	.....	each
Carambols—Young Tau	.....	each
Cocoanuts—Yeh Tse	.....	each
Grapes—Sia Tai Tse	.....	each
Lemons, China—Ning Moong	.....	each
" Amer.—Kum San Ning Moong	.....	each
Lichees, Small Stone—Lai Chai Oon	.....	each
" Fresh, Lai Chai	.....	each
Limes, (Sai Kung)—Sai Kung Ning	.....	each
Moong	.....	each
Mango, Manila—Lui Sung Moong	.....	each
Mango, Saigon—Sai Kung Moong	.....	each
Mangosteens, San Chuk Tse per box	.....	each
Oranges, Tim Chang	.....	each
" Small—Tai Kut	.....	each
" Mandarin—Tim Kut	.....	each
Olives—Pak Lam	.....	each
Passion Fruit	.....	each
Pears, (American)—Kam San Shut Li	.....	each
" (Canton), Cooking—Sa Li	.....	each
" (Shanghai)—Sheng Hoi Li	.....	each
Peanuts,—Fa Sang	.....	each
Perseemons, Large,—Hung Chiu	.....	each
Pine-apples, 1st quality—Shaung Foon	.....	each
Ti Paw-law	.....	each
and cooking—Chung-tang	.....	each
Paw-law	.....	each
Plantains—Tai Chiu	.....	each
Plums, Swatow—Hung Lai	.....	each
Pumpkin, Siam—Chiu Lo Yau	.....	each
Walnuts, Hop Tau	.....	each
" Green—Sang Hop Tau	.....	each
Shanghai Lo Kwai	.....	each
VEGETABLES, &c.		
Artichokes, Shanghai—Sheng Hoi	.....	each
Chai Chank	.....	each
Beans, (French) Macao—Oh Moon Pin	.....	each
Tao	.....	each
Beans, (French), Shanghai—Sheng Hoi	.....	each
Pin Tao	.....	each
Beans, Sprout—Ah Chai	.....	each
Beans, Long—Tan Kok	.....	each
Beet Root—Hung Chai Tao	.....	each
Brijals, Green—Cheung Yuen Ker	.....	each
Brijals, Red—Hung Ker	.....	each
Brussels—Pak Chai	.....	each
Bamboo Shoots—Chook Shun	.....	each
Cabbage, Chinese, com.—Kai Choy	.....	each
Cabbage, Red—Kai Lan Tao	.....	each
Cabbage, (Shanghai)—Yeh Chai	.....	each
Cane Shoots, bunch—Kau Shun	.....	each
Carulflower, Large size—Tai Yeh Chai	.....	each
Fa	.....	each
Carulflower, Medium size—Cheung Yeh	.....	each
Choi-fa	.....	each
Carulflower, Small size—Sai Yeh Choi-fa	.....	each
Carrots—Kam Shun	.....	each
Celery, Chinese—Tung Kan Choy	.....	each
Celery, English—Young Kan Chai	.....	each
Celery, White—Pak Young Kan Chai	.....	each
Chillies, Dried—Con Lai Chiu	.....	each
" Red—Hung Fa	.....	each
" Green—Hung Lai Chiu	.....	each
Curry Stuf, English—Ka Lee Choi Liu	.....	each
Cucumbers—Cheng Kwa	.....	each
Blitter Squash—Fu Kwa	.....	each
Garlic—Suen Tai	.....	each
Ginger, young—Sun Tse Keung	.....	each
" old—Lo Keung	.....	each
Horse Radish, Shanghai—Lik Kan	.....	each
Indian Corn—Suk Mai	.....	each
Lettuce—Young Sang Chai	.....	each
Water Chestnuts—Ma Tai	.....	each
" Mandarin—Kwei Lam Ma Tai	.....	each
Musk Melon	.....	each
Mushrooms, Fresh—Sang Cho Kho	.....	each
Onions, Bombay—Young Chung Tai	.....	each
" Green—Sang Chung	.....	each
" Shai—Sheng Hoi Chung Tai	.....	each
" Japan—Yat Poon	.....	each
Okros—Mo Ker	.....	each
Parsley, English—Young On Sai	.....	each
Green Peas—Cheng Tai	.....	each
Potatoes, Sweet—Fan Sai	.....	each
" Shanghai—Sheng Hoi Shu	.....	each
" Tai	.....	each
" Japan—Yat Poon Shu Tai	.....	each
" American—Fa Ki	.....	each
" Foochow—Pak Chau Shu Tai	.....	each
" Macao—Oh Moon	.....	each
Pumpkin—Toong Kwa	.....	each
Radish—Hung Lo Pak Tai	.....	each
Rhubarb	.....	each
Shallots—Con Chung Tai	.....	each
Splage (Chinese)—Faw Chai	.....	each
Splach—Yia Chai	.....	each
Tomatoes—Fan Ker	.....	each
Taro—We Tau	.....	each
Turnips, Fun-d (Long)—Low Pak	.....	each
" English—Young Low Pak	.....	each
Vegetable Marrow—Gai Kwa	.....	each
Water Grasses—Sai Yang Chai	.....	each
" Gairopo—Lau Koi	.....	each
" Lily Roots—Lai Ngau	.....	each
Yams—Tai Shu	.....	each
Sage	.....	each
The prices necessarily vary from day to day and the Sanitary Board has no power to fix or control them.		







## Mails.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNKO" ..... Capt. F. Sembill	THURSDAY, 16th Sept, 9 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"LUTZOW" ..... Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"DERFFLINGER"..... Capt. E. Zachariae	SATURDAY, 25th Sept, 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL- BOURNE.....	"PRINZ SIGISMUND"..... Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE.....	"COULLENZ"..... Capt. H. Raegenst	About SATURDAY, 16th Oct.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 10th September, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA... OCEANIAN.....	Sellier.....	13th Sept., P.M.	
MARSEILLES, VIA PORTS..... AUSTRALIEN.....	Riquier.....	14th Sept., at 1 P.M.	
SHANGHAI, KOBE, YOKOHAMA... SYDNEY.....	X.....	27th Sept., P.M.	
MARSEILLES, VIA PORTS..... POLYNESIEN.....	Broc.....	28th Sept., at 1 P.M.	

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

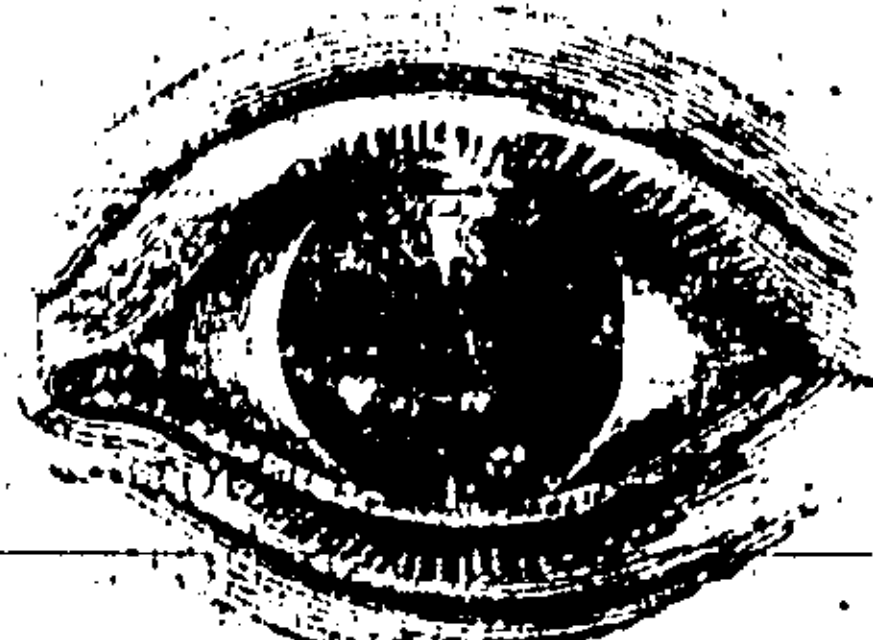
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON,

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4, John Street, Bedford Row, W.C.

19, Beeston Street

66, Nanjing Road.

Hongkong, 6th March 1908.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's Testers).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood; Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903.

## To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson &amp; Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarter, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., Ltd.  
Hongkong, 6th August, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes &amp; Co.).

Apply to—

THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 11th September, 1909.

TO LET.

NOS. 51, 53, &amp; 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1909.

TO LET.

NO. 1 &amp; 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.  
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 21st June, 1909.

TO LET.

GODOWNS 0. 34, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 21st June, 1909.

## AN EXPEDITION FROM SHANGHAI.

TO TIBETAN BORDER.

About the end of the present month a scientific expedition of no little importance is to leave Shanghai, and during the year it will be away to make extensive zoological investigations in the regions around the upper waters of the Yangtze, says the *Shanghai Mercury*. The expedition is under the auspices of the Duke of Bedford's East Asiatic exploration scheme, and it is of especial interest to Shanghai from the fact that one of those taking part in it has been resident in the Settlement for the last two or three years. The gentleman referred to is Mr. F. Kingdon Ward, B.A., whose resignation as Assistant Master in the Public School was announced recently, and who concludes his engagement this month. Mr. Ward has already achieved more than a local fame as a botanist. Last summer he spent sometime in Java, and readers of the *Mercury* will recall the interesting articles he then wrote, while this summer he has been botanising in Borneo, whence he returned only a few days ago. In the present expedition Mr. Ward will be accompanied by a Mr. Anderson, an American gentleman, who has done a considerable amount of work for the Zoological Society in England. It is their intention to start in Hoonan, and accompanied only by interpreters and servants, to work along the Peeling Range, through the Province of Shensi, into Szechuan. They will then follow the upper waters of the Yangtze to the edges of the Tibetan Plateau. It is hoped to shoot and trap specimens of the animal life of the district, and arrangements to bring live specimens home will be made. While the expedition is principally zoological Mr. Ward intends, if circumstances permit, to devote some time to botany and geology. Owing to the nature of the expedition it will be possible to carry only a limited quantity of baggage, which will be transported across country on mules. A considerable amount of "roughing" will have to be borne, but in view of their previous experience there is no doubt that Mr. Ward and his companion will be able to carry the affair through with complete success, and their labours should add considerably to the store of knowledge at the disposal of the Zoological Society.

## THE YUNNAN RAILWAY.

The following is given in *The Times* from a Paris correspondent:—

The construction of the railway in Yunnan, the prolongation of the Toog-King railway from Haiphong to Lao-Kai is almost completed as far as Yunnan, and only three metal bridges remain unfinished, each 164 ft. in length. The railway is in fact now open for traffic for a distance of 186 miles from Lao-Kai, leaving 90 miles still to be finished to reach Yunnan. It is hoped that the entire undertaking will be ready for use early in 1910.

An earthquake, which occurred on May 11, near the outskirts of Pao-Hi, the present rail-head, caused serious damage to a bridge in masonry and also to three tunnels, resulting in an unforeseen delay of several weeks. The construction of this railway has been extremely difficult, and at one time the success of the undertaking appeared to be doubtful.

The course of the line was surveyed in 1900 and 1901. It traversed the Nam-ti valley, passing near Meng-tz, reaching Amichu at the 19th mile and Y-Lang-Hien at the 25th mile with the terminal station at Yunnan, giving a total length of 293 miles. The scheme was adopted in 1901 and was estimated to entail an outlay of £3,800,000. The transport of the requisite materials gave rise in the first instance to serious trouble.

The construction of the railway was definitely approved early in 1904, when the works were put in hand. At the date the railway from Haiphong to Lao-Kai was still unfinished, and was not expected to be ready until 1906. This involved a great increase in cost, as the material had to be transported by wagons, barges, and mules. Another difficulty was caused by the scarcity of labour in the country traversed, for, contrary to expectations, it was found to be very sparsely inhabited, and workmen had to be brought from places as far distant as Canton and Tientsin. During the month of October, 1906, and throughout the year 1907, when the work was expedited to the utmost, there were not less than 60,000 people employed, 40,000 of whom were actually engaged on the construction. The capital originally estimated to be required was found to be wholly inadequate, and the cost has reached £6,600,000. In consequence of an arrangement made with the French Government and the colony of Indo-China, the requisite funds have been raised, and in spite of serious financial embarrassments, no delay has been caused to the work.

The line is of metre gauge throughout; the maximum gradients between Chen-Kiang and Yunnan are 2.5 per cent, and between Amichu and Chen-Kiang they amount to 3.5 per cent. The minimum radius of curves is 5 chains. There are 147 tunnels, with a total length of nearly 9½ miles. The altitude above datum at the starting point at Lao-Kai is 295 ft., while at the 93rd mile it reaches a height of 5,576 ft. From this point the line descends in the direction of Amichu, situated at an altitude of 3,486 ft.; it attains at Chen-Kiang an elevation of 5,362 ft., and at Chouci Tzu a height of 6,624 ft. At the terminus at Yunnan, the altitude is 6,286 ft. above datum. The rolling stock now actually in use consists of 51 locomotives, 106 coaches, and 530 trucks and vans.

The railway already obtains an important amount of traffic proceeding in the direction of China. The passenger traffic in 1908 included 61,821 Europeans and 1,478,077 natives, while the receipts for that year reached approximately £150,000.

## Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK &amp; Co.,

General Managers.

Hongkong, 9th September, 1909. [647]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 25th September, 1909, both days inclusive.

SHAWAN, TUNES &amp; CO.,

General Managers.

Hongkong, 6th September, 1909. [640]

## Auction.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 15th September, 1909, at 2.30 P.M., at their

Sales Rooms, No. 6, Des Vœux Road,

corner of Ice House Street,

HIGH CLASGOOD'S,

Consisting—

HUCKABACK TOWELS, TURKISH TOWELS, BATH TOWELS, GLASS, KITCHEN and PANTRY CLOTHS, HAND-EMBROIDERED BEDSPREADS, TOP SHEETS, PILLOW CASES, IRISH LINEN DOUBLE DAMASK TABLE CLOTHS with SERVIETTES, HEMSTITCHED SHEETS, WHITE and CREAM ACE CURTAINS 3 yds, 3½ yds, and 4 yds, long, MARCELLA TOILET QUILTS, CARPETS and AXMINSTER RUGS, WHITE LAWN UNDER-SKIRTS, SKIRTS, DRESS LENGTHS, FLANNELS, HANDBOSCHES, and

An assortment of WINNEY BLANKETS and GENT'S SUIT LENGTHS.

(The above are all New Goods).

Catalogues will be issued.

TERMS—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 10th September, 1909. [649]

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M. All Claims must reach us before the 19th of September, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Barbarigo* from Catania via Port Said.

NORDDEUTSCHER LLOYD.

MELOHRS &amp; Co.,

General Agents.

Hongkong, 8th September, 1909. [6]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, STRAITS AND COLOMBO.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th September, 1909. [6]

YUEN HING,

NO. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS in all kinds of hand-made DRAWN and EMBROIDERED CHINESE LINE GRASS CLOTH, PEWTER WARE, &c.

All of the best quality.

Hongkong, 9th August, 1909. [61]

## TYPEWRITERS

FOR

## HIRE.

## REPAIR

IS OUR

## SPECIALITY.

## DRAGON CYCLE

## DEPOT,

88-85, Des Vœux Road, Central,

Hongkong.



## Intimations.

Powell's

ARE NOW  
SHOWINGUNIQUE  
COLLECTIONOF  
THE LATEST  
AND MOSTARTISTIC  
CRETONNESPRODUCED  
THIS YEAR

SUITABLE FOR

CURTAINS,

LOOSE

COVERS,

BED

AND

WINDOW

DRAPERIES,

CUSHIONS,

AND A HOST OF

OTHER PURPOSES

POWELL'S

SHOW ROOMS.

FIRST FLOOR

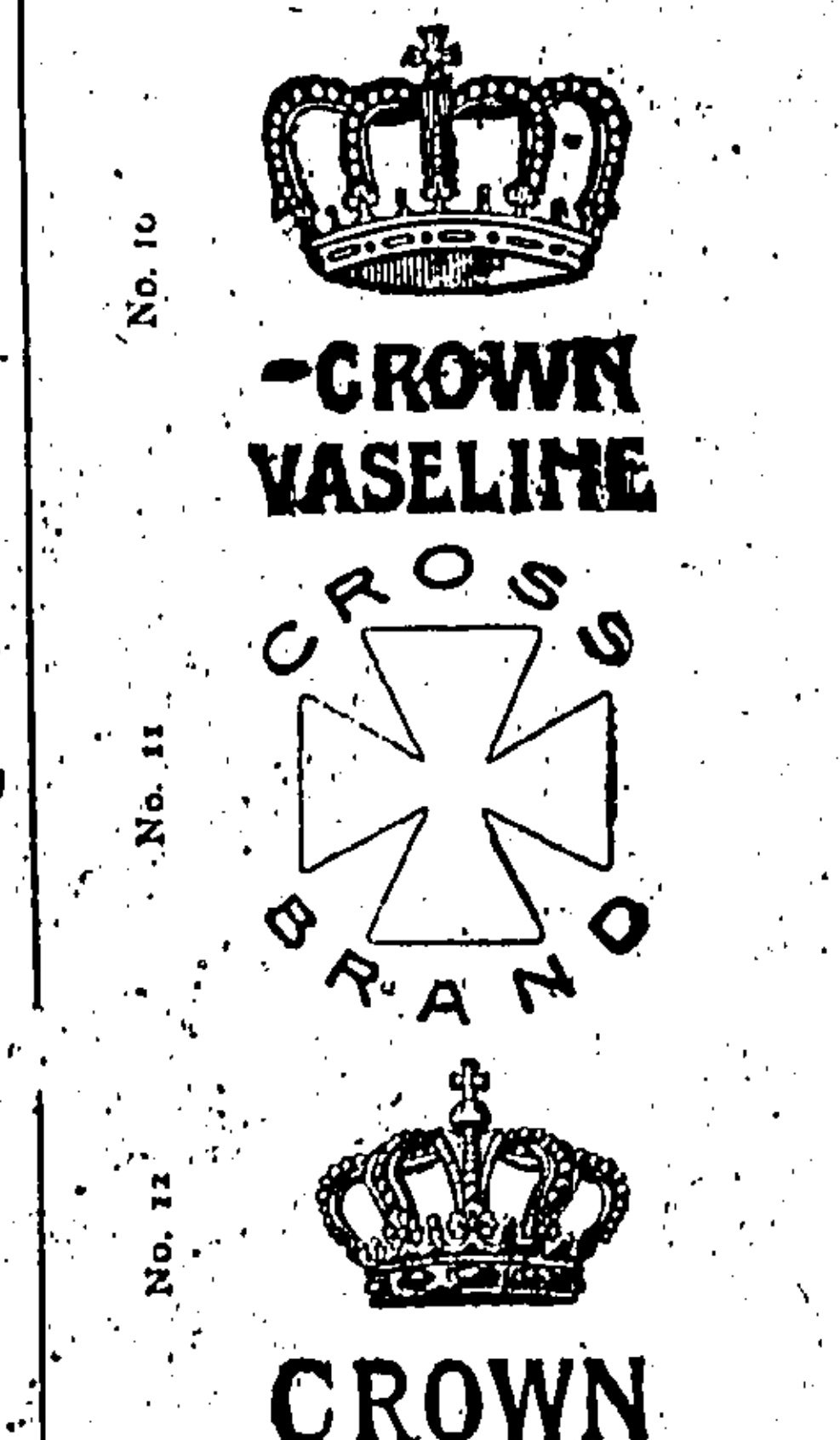
ALEXANDRA

BUILDINGS.

Hongkong, 7th September, 1909.

## Intimations.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of  
Trade Mark.NOTICE is hereby given that BATAAFSCHE  
PETROLEUM MAATSCHAPPIJ, of Lange,  
Vijver, No. 7, The Hague, Holland; Manu-  
facturers, has on the 7th day of October, 1908,  
applied for the registration in Hongkong, in  
the Register of Trade Marks, of the following  
Trade Marks:—in the name of BATAAFSCHE PETROLEUM  
MAATSCHAPPIJ, who claim to be the sole prop-  
rietors thereof.No. 3 is printed in red on a white back-  
ground.No. 7 is printed in green on a white back-  
ground.No. 5 is printed in red on a white back-  
ground.No. 6 is printed in black on a white back-  
ground.The Trade Marks have been used by the  
Applicants in respect of the following goods,  
in Class 47:—Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, in respect  
of Candles.

No. 10, in respect of Vaseline.

No. 11, in respect of Petroleum, Kerosine,  
Benzine, Naphtha, Gasoline, Paraffin,  
Vaseline, and all other products  
derived from Petroleum.No. 12, in respect of Petroleum and products  
of Petroleum, such as Kerosine, Benzine,  
Gasoline, Petroleum Spirit, Ceresine, Pet-  
roleum Jelly, Soap, Candles, Vaseline,  
Naphtha, Wax and other products derived  
from Petroleum, also all other descriptions  
of illuminating heating or lubricating oils.

Dated the 8th day of July, 1909.

MATTHEW J. D. STEPHENS,  
Solicitor for the Applicants.

[52]

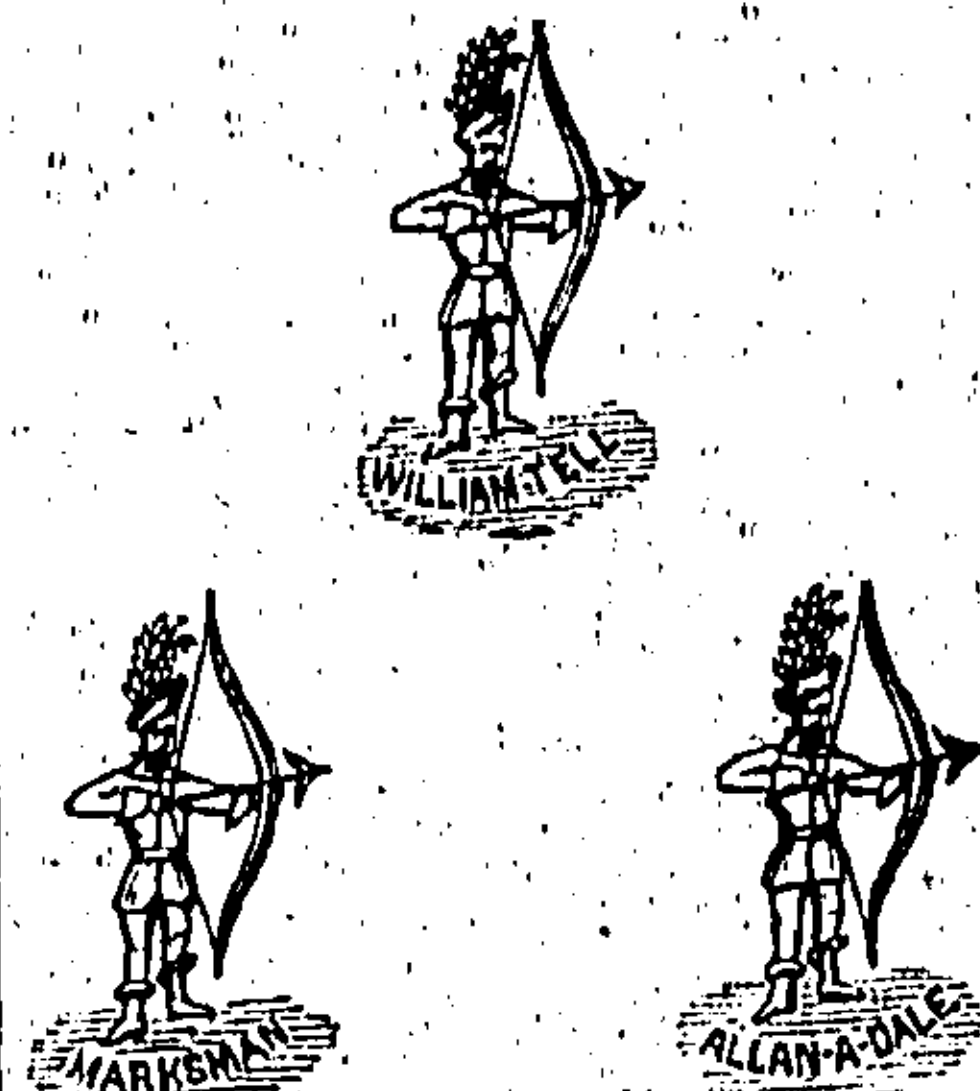
NOTICE.

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.He has a good method of training Euro-  
peans to pass in the Chinese examination, and  
is possessed of a first rate certificate as a  
Chinese teacher. He has also a good know-  
ledge of Mandarin.Those who intend learning the Chinese  
language are requested to write care of  
"Hongkong Telegraph" office or direct to 37,  
Hollywood Road, and floor.

Hongkong, 6th September, 1909.

[53]

## Intimations.

THE TRADE MARKS ORDINANCE,  
1898.Application for Registration of  
Trade Mark.NOTICE is hereby given that THE BOW-  
FIELD STEEL COMPANY, LIMITED, of  
Bowfield Steel Works, Stockton-on-Tees,  
in the County of Durham, and 110 Cannon  
Street, London, England; Manufacturers, has  
on the 24th day of June, 1909, applied for the  
registration in Hongkong, in the Register of  
Trade Marks, of the following Trade Marks:—in the name of THE BOWFIELD STEEL  
COMPANY, LIMITED, who claim to be the  
sole proprietors thereof.The Trade Marks have been used by the  
Applicants in respect of the following goods  
since 1904, 1905 and 1906 respectively:—Black and galvanized steel sheets, in  
Class 5.Facsimiles of the Trade Marks can be seen  
at the Office of the Colonial Secretary of  
Hongkong.

Dated the 9th day of July, 1909.

MATTHEW J. D. STEPHENS,  
Solicitor for the Applicants.

[52]

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of  
Trade Mark.NOTICE is hereby given that KONINK-  
LIJKE NEDERLANDSCHE MAATSCHAP-  
PIJ TOT EXPLOITATIE VAN PETROLEUM  
BROUWEN IN NEDERLANDSCH INDIE, of The  
Hague, Holland; Manufacturers, has on the  
20th day of December, 1908, applied for the  
registration, in Hongkong, in the Register of  
Trade Marks, of the following Trade Marks:—

The word:—AUTOLINE.

The word:—BORNEOLINE.

The word:—SUMATRINE.

in the name of KONINKLIJKE NEDERLAND-  
SCHE MAATSCHAPPIJ TOT EXPLOITATIE VAN  
PETROLEUM BROUWEN IN NEDERLANDSCH  
INDIE, who claim to be the sole proprietors  
thereof.The Trade Marks have been used by the Ap-  
plicants in respect of the following goods:—Petroleum and products of petroleum,  
such as Kerosine, Benzine, Gasoline,  
Petroleum Spirit, Petroleum Jelly,  
Soap, Candles, Vaseline, Naphtha,  
and other products derived from Petro-  
leum, also all other descriptions of  
illuminating, heating, or lubricating  
oils, in Class 47.Facsimiles of the Trade Marks can be seen  
at the Office of the Colonial Secretary of  
Hongkong.

Dated the 9th day of July, 1909.

KON. NED. MAATSCHAPPIJ TOT  
EXPLOITATIE VAN PETROLEUM  
BROUWEN IN NED. INDIE,  
A. J. COHEN STUART,  
Directeur.

[54]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

&amp; Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years

Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

[54]

FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order to any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., Firms and other  
leading mercantile houses in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as  
follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG, furnished the Annex to  
our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON &amp; Co.

25th May, 1909.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INVITATION.

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## MANILA PILOTS' ASSOCIATION.

REGULATIONS AS TO PAYMENT OF FEES.

Pilots fees in the Manila district are now  
to be paid directly to the Pilots' Association  
during the month in which the pilots' services  
were rendered, this being a change from the  
former method by which the fees were paid to  
the cashier at the Manila custom house and by  
him turned over to the chief pilot. The follow-  
ing regulations governing the payment of fees  
have been made public by the Acting Insular  
Collector:—"All fees herein prescribed for the Manila  
pilots' district shall be collected by, and paid  
to the Manila Pilots' Association, not later than  
the last day of the month during which the  
pilots' services are rendered. No clearance  
shall be granted to any vessel on account of  
which said fees are payable, unless payment has  
been made or guaranteed in a manner satis-  
factory to the Insular Collector of Customs."Upon presentation of properly certified  
vouchers, covering the expenses of the Associa-  
tion, payment shall be made for same from  
cash on hand and the net receipts shall be  
equally divided among, and paid to, the mem-  
bers of the Association by the chief pilot."At the close of each month, the Pilots' As-  
sociation shall render to the Collector of Cus-  
toms a statement of monies received during  
the month on its account and the amounts  
paid from such receipts, covering current  
expenses and dividends paid to each pilot.""At 10:00 the fees fixed by the collector for  
incoming vessels through the straits range  
from P7.50 for vessels under 50 tons to P165  
for those over 8,000 tons. The fees for out-  
ward bound vessels are the same as for in-  
coming. In case a vessel changes berth in the  
harbour with the assistance of a pilot, the fees  
shall be one-fourth of those prescribed above.For vessels in the river at Iloilo, pilotage is  
compulsory for those over 100 tons, and the  
fees for inward bound ones range from P2.00  
for sailing craft under 55 tons, to P6.50 for  
those of 4,000 tons. The outward fees are the  
same.Pilotage for vessels shifting in the Iloilo  
river, except when down without letting go all  
moorings, shall be compulsory for vessels of  
100 tons gross or more, and the pilotage fee  
shall be fifty per cent. of the regular river pil-  
otage fees, as prescribed, except those coastwise  
vessels when in command of officers duly  
licensed under Paragraph XV. of Customs  
Marine Circular No. 17, in which case they  
shall pay twenty-five per cent. of the regular  
shifting fee.

## PACIFIC TRADE COMPETITION.

LOW TARIFF IN EFFECT.

The Seattle Post of 8th August says:—Active  
participation of the Chicago, Milwaukee &  
Puget Sound railroad in Oriental traffic in con-  
nection with the Osaka Shosen Kaisha, has  
removed all doubt as to what will be the new  
company's attitude in reference to through  
rates. Contrary to the policy of the Northern  
Pacific and Great Northern, the Milwaukee  
has entered into open and active competition  
with the Canadian Pacific in bidding for through  
freight to the Orient, and for cargo originating  
in the Far East.Not only has the advent of the new com-  
petitor been signalled by strong competition with  
the Canadian rival, but the Milwaukee has cut  
rates, which reductions have readily been met  
by the Canadian Pacific. All question as to  
the Milwaukee's policy has been removed and  
shippers are now watching an interesting  
situation.When its tariff was published, the Milwaukee  
announced a through rate of \$1 per 100  
pounds on machinery from Chicago to the  
Orient. The Canadian Pacific's rate on this  
commodity was \$1.40. The cut was met at  
once.

## LOW RATES ANNOUNCED.

The Milwaukee also published a flat rate of  
\$1.50 per 100 pounds on the entire classifi-  
cation of merchandise, which includes practi-  
cally all west bound cargo with the exception  
of silverware, plated ware, ginseng, automo-  
biles, bicycles and jewelry. This was a heavy  
reduction from the rate existing before the Mil-  
waukee entered the field and it was promptly  
met by the Canadian Pacific.Under conditions now existing, the Milwaukee  
has inaugurated a tariff that establishes a lower  
average of rates to the Orient than was in exist-  
ence before the ruling of the interstate com-  
merce commission practically drove the North-  
ern Pacific and Great Northern out of the  
Oriental business.This regulation, which became effective last  
November, requires trans-continental railroads  
to publish their proportion of the through rate  
to the Orient received by them. The roads  
contended that it would eliminate them from  
participation in Oriental trade because the pro-  
portion of through rates was so much less than  
local freights. Consequently since this law  
became effective these two roads have prac-  
tically ceased to solicit business for the Orient.Being unaffected by this regulation, except  
in so far as its line traversed United States  
territory, the Canadian Pacific had an advan-  
tage in Oriental traffic, which it has since used  
to its benefit. Since last November the Cana-  
dian line has handled the greatest portion of  
the overland cargo to and from the Orient,  
while the American lines have practically con-  
fined themselves to local business, having ap-  
plied to Asiatic traffic domestic rates to and  
from ports of exit and entry, which eliminated  
them from the Far Eastern trade.It is evident that the Chicago, Milwaukee  
and Puget Sound road does not interpret the  
interstate commerce commission's ruling to  
mean that railroads must not quote lower rates  
for exports and imports than for domestic  
cargo. The members of the trans-continental  
freight bureau, of which the Great Northern  
and Northern Pacific are members, have taken  
the opposite view, and the export rates are used  
as basis for domestic freight. The law re-  
quires publication of the railroad's proportionof export rates, and it has been a much discus-  
sed question whether it prohibits a lesser rate  
for freight consigned to offshore ports than to  
domestic points.In the meantime transportation men regard  
the situation as one of extreme interest, and  
the action of the older transcontinental lines  
will be closely watched. Under present con-  
ditions it is believed that the Milwaukee will  
give its Canadian rival active competition. If  
the Milwaukee's policy proves successful, it is  
presumed that the other American lines will  
follow suit or else allow the Milwaukee to  
divert from them a heavy traffic in which they  
have participated for years.The matter is of peculiar interest at the pre-  
sent moment, as the Tacoma Maru, first of the  
Osaka Shosen Kaisha's fleet to come to this  
side, is loading the first cargo being shipped to  
the Orient by the Chicago, Milwaukee & Puget  
Sound.

## For Sale.

FOR SALE

AT

GRACA &amp; CO.

27, Des Voux Road.

VIEW Post Cards and Asiatic Postage  
Stamps. Books for parlour and household  
use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants,  
Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and  
Post Cards.Forage Stamps Catalogues by Lincoln's,  
Sears, Stanley Gibbons, Scott and Tallents.Stock Books, Duplicate Pocket Books,  
Transparent Envelopes.Moveable Leaf Albums, Tweezers, Magnify-  
ing Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Commercial Map and Directory.

Inspection invited.

Hongkong, 6th September, 1909.

[65]

OSMAN &  
CASUM,

1 &amp; 3, D'AGUILAR STREET.

[65]

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

&amp; FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

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## Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority  
of us that we do not get quite the amount of  
happiness we are entitled to. Among the count-  
less things which tend to make us more or less  
miserable ill health takes first place. Hannah  
More said that sin was generally to be attrib-  
uted to biliousness. No doubt a crippled liver  
with the resulting impure blood, is the cause  
of more mental gloom than any other  
single thing. And who can reckon up the  
fearful aggregate of pain, loss and fear  
resulting from the many ailments and diseases  
which are familiar to mankind; like a vast  
cloud it hangs over a multitude no one  
can number. You can see these people every-  
where. For them life can scarcely be said to  
have any "bright side" at all. Hence the  
eagerness with which they search for relief and  
cure. Remedies like

## WAMPOLE'S PREPARATION.

have not attained their high position in the  
confidence of the people by bald assertions  
and boasting advertisements. They are  
obliged to win it by doing actually what is  
claimed for them. That this remedy deserves  
its reputation is conceded. It is palatable  
as honey, and contains the nutritive and curative  
properties of Pure Cod Liver Oil, combined  
with the Compound Syrup of Hypophosphites  
and the Extracts of Malt and Wild Cherry.  
Nothing has such a record of success in Scrofula,  
Anemia, Throat and Lung Troubles, and  
emanating complaints and disorders, that tend  
to undermine the foundations of strength and  
vigour. Its use helps to show life's brighter  
side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S.,  
Edinburgh;—L. R. C. P., London;—Physician  
Woman's Hospital—Professor University of  
Bishops College, Canada, says: "I have much  
pleasure in stating that I have used it in cases  
of debility and have found it to be a very  
valuable remedy as well as pleasing to take."  
You can take it with the assurance of getting  
well. It never disappoints.—Sold by—  
chemists.

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING  
of the above Society will be held in the  
City Hall, on THURSDAY, the 23rd instant,  
at 5.30 P.M. for the purpose of receiving the  
Annual Report and Statement of Accounts for  
the year ending 31st August, of electing Office-  
bearers for the ensuing year, &c.DAVID WOOD,  
Hon. Secretary.

Hongkong, 6th September, 1909.

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## Intimation.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

**AERATED WATER**  
**MANUFACTURERS.**

## SPECIALITIES:

**DRY GINGER ALE.**  
**LIME FRUIT CHAMPAGNE.**  
**ORANGE CHAMPAGNE.**  
**STONE GINGER BEER.**

**PALATABLE**  
**AND**  
**REFRESHING.**

**Watson's**  
**FRUIT SYRUPS**

mixed with aerated or plain water  
make excellent refreshing beverages.

Guaranteed to be made from the  
pure juice of sound ripe fruit.

**A. S. WATSON & CO.,**  
LIMITED,  
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [25]

**NOTICE.**  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
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world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-  
five cents (for cash only).

**BIRTHS.**  
On the 11th September, 1909, at No. 4 Elliot  
Crescent, Robinson Road, the wife of Geo. P.  
Lammert, of a daughter. (62)

On August 16, 1909, at Aberdeen, to Mr. and  
Mrs. T. D. Begg, a daughter.

On August 24, 1909, at Peking, to Mr. and  
Mrs. W. White-Thatcher, a daughter.

On September 3, 1909, at Shanghai, to Mr. and  
Mrs. John Johnston, a son.

On September 4, 1909, at Shanghai, the wife  
of W. J. E. Forsyth, of a son.

On September 5, 1909, at Shanghai, the wife  
of George Cormack, of a son.

On September 7, 1909, at Shanghai, to Mr.  
and Mrs. James William Bannbury, of Chin-  
kiang, a daughter.

On September 7, 1909, at Shanghai, to Mr.  
and Mrs. W. S. Ross, a son.

**DEATHS.**  
On September 6, 1909, at Shanghai, George  
Hirt, of F. W. Rosenbloom's, aged 12 years.

On September 7, 1909, at Shanghai, Lisette  
Elaine Loureiro, the beloved wife of J. E.  
Loureiro, aged 40 years.

## The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 11, 1909.

## CHINA'S NAVAL SCHEME.

It is now nearly two months since by Imperial Edict China sought to place her military and naval affairs on a new basis, harmonizing with constitutional precedents. The Emperor was declared to be Commander-in-Chief, and during this period of minority the Prince Regent is to exercise this supreme authority. It was further announced that a new department was to be formed, in addition to the Ministry of War, and to this department were ap-

pointed Prince Tsai Tao, a son of the late Prince Ting. This new department was to be a consultative body—staff officers to the Commander-in-Chief—in distinction from the Ministry of War, which would be an executive department of the Government. Beyond all this, naval affairs were to be withdrawn from the Ministry of War, to which they had, heretofore, been subsidiary, and were to be concentrated in a new bureau, to be called a Naval Bureau, but not yet designated with the name of Ministry. At the head of this Naval Bureau, still another younger brother of the Prince Regent, but older than Prince Tsai Tao, was appointed, Tsai Hsin by name, and with him was associated Admiral Sah. It is these last two who have this week visited Shanghai, and have proceeded to inspect the Chekiang coast with reference to establishing a naval station.

What is the precise reform to be carried out is not altogether clear. It is understood that Admiral Sah, with his greater practical experience, places emphasis on the thorough training of naval cadets, of whom the advanced ones would have their education completed in foreign countries. With this training, suitable localities should be selected and set apart for the work of naval stations. The young Prince, with his coterie of friends has been more keen on the purchase of ships or on making ships in China's own dockyards. Rumour has it that the agents of foreign firms, who have been waiting in Peking for contracts, have already left with nothing gained. Doubtless the dockyards at Kiangnan Arsenal and at Foochow will be able to do all that China requires for the present. As to actual expenditure—which is as important a topic as that of a navy—the sum of twenty-six million taels has been asked for, of which two millions a year for four years will be needed for maintenance, sixteen million five hundred thousand for construction of men-of-war, likewise extending over four years, and one million five hundred thousand for a naval station. For the present the maintenance of the navy, in common with its control, has rested with the Ministry of War. To give the Imperial Government credit for new measures, like those of strengthening the army and navy, it is no doubt wise to announce early in the constitutional programme that the Emperor, after the manner of rulers in other countries, is to become Commander-in-Chief of army and navy. This is a reasonable and legitimate part of centralization. It forestalls the aims of provincials to centralize military affairs in their own hands; and the recognition thus given to the army and navy exalts their status in a way that is most desirable. Military officers are no longer to be relegated to a position inferior to civil officers. The appointment of Imperial Princes, two of them brothers of the Prince Regent, to be the head of military and naval affairs, likewise gives honour to the departments that have been newly formed. No Manchurian noble is too exalted a personage to be ranked a military or naval officer. By this active participation of the Imperial family Admiral Sah is enabled to gain a hearing for his proposals of naval reform. An appeal is made to the martial spirit of the nation—aspirit which undoubtedly exists, as witnessed to by the Boxer uprising of a few years ago.

But when all has been said that can be said of the new measure, there are factors in the situation of serious import; and these it is necessary to point out if only as a friendly warning to China. The establishment of new departments illustrates the tendency of late years in efforts after reform, namely, more yamens and more office-holders, with increased expenditure. Cliques have been at work at the Capital. To minimize the power of T'ieh Liang, the President of the Ministry of War, these new departments have been formed, taking to themselves certain powers that had previously rested with the one Ministry of War. The younger brothers of the Prince Regent were left to feed on dry grass while the late Empress Dowager was in power; now they are in clover. What their motive may be may be surmised. There are plenty of young men who applaud the new move to encourage the young Prince to do things on a large scale and to show China's greatness. New offices are made, and persons to fill them are in abundance. When few of these officials know anything of military or naval matters, their utility is obviously much to be doubted. But even this drawback of less moment, considering that the fleet exists as yet only in imagination, than the fact that more money must be provided by the Ministry of Finance, just at the time of increased deficiency. If the money when raised (for it is absurd to suppose that China cannot obtain funds if her heart is really set on a navy) were to go to military and naval experts and the men they train the matter might be viewed with complacency. For China not to have a navy might seem a disgrace. But any navy inferior to the navy of any other country may mean a future opportunity to make a fine present to a country entering on war with China. The disposition of the Chinese is such that they easily become elated over their greatness and insulted over outside aggressions. In this manner war might take place without over-much provocation, ending in defeat, further indemnity and loss of the new, boasted navy. The Director of Studies in the Imperial University, according to report, has offered sound advice to the Prince Regent in counselling other reforms rather than a navy. But we fear that too much enthusiasm has been aroused to allow a halt at the present moment.—N. C. D. News.

A CHINESE report says that recently the Shanghai Taotai asked permission of Viceroy Chang Jui-chün in Nanking to construct waterworks in Chapei; and that the Viceroy fully approved of the suggestion, as he considers that the waterworks would greatly improve the sanitary conditions of Chapei, against which foreigners have repeatedly raised objections, and on which they have based their application for an extension of the settlements. The Viceroy has ordered the Shanghai Taotai and Taotai Wong, Director of the Chapei Police, to go into the project and to make a report.

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## LOCAL AND GENERAL.

THE German mail of the 11th August was delivered in London on the 10th inst.

SHARES in the Bank of Korea have been over-subscribed two hundred and ninety-five times.

CHOLERA is raging furiously at Newchwang and Antungshien, especially at the latter port.

THE Waiwupu has requested the Diplomatic Corps in Peking to invite their nationals to the Nanyang Industrial Exhibition.

THE fee of one dollar payable to the Head of the Sanitary Department for a certificate of death has been reduced, in the case of soldiers, to ten cents in each case.

THE Ministry of Finance has reported to the Throne that poppy plantation has been eradicated in the five provinces of Honan, Shantung, Shensi, Kiangsu and Anhui.

THE Ministry of Finance has informed the provincial governments that in arranging loans with the Ta Ching bank they should deal direct, not through the Ministry.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1909, entitled an Ordinance to amend the Code of Civil Procedure.

THE Anti-Opium Commissioners will shortly ask for an Edict to be issued prohibiting the growth of poppy, and that a proper report of the remaining stock of opium in China should be made to the Government for its control.

A LIST is published in the Gazette of the medicines manufactured in and imported from Europe, America or any British Colony which are exempted from the provisions of the Prepared Opium Ordinances, 1891-1909.

THE Chinese Engineering and Mining Co., Ltd., advises that the total output of the Company's three mines for the week ending August 28 amounted to 29,234.87 tons and the sales during the period to 20,769.12 tons.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—An Ordinance to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.

HERR Heinrich Köhler, the celebrated pianist, has arrived in Hongkong from the North on his way back to Europe via Java and India. Professor Köhler contemplates during next week giving piano recitals at Canton, Swatow and Amoy and probably also in Hongkong if time permits.

A CHINESE dispatch says that the Government contemplates appointing a high official for the purpose of visiting the South Pacific Islands, and inducing the Chinese residents there to organize a Volunteer fleet of steamers. It is intended that it should be a mercantile fleet in time of peace but that it should be convertible into a unit for service in the Navy.

THE history of Liverpool Cricket will be pleasantly given in a book containing a complete record of all the matches played between Shanghai, Hongkong and Singapore. It will be published early in October next. A short description of each game, full scores and batting and bowling averages will be given. As only a limited number of copies is being printed early application should be made to the author, Mr. J. W. Baines, Shanghai Times.

WITH much promptitude, Mr. Mee Cheung, the well-known photographer of Ice House Road, has brought out an excellent group photograph of the luncheon party at Government House yesterday, including Prince Shue Pui-lap, Admiral Sah and Viceroy Yuan Shu-hsun of Canton. As usual with Mr. Mee Cheung's pictures, the one before us is admirable for distinctness and shading. It is a valuable memento of the Naval Commissioners' visit to Hongkong.

## THE NAVAL COMMISSIONERS.

HEARTY RECEPTION AT CANTON.

[From Our Own Correspondent.]

Canton, 10th September.

The two Naval Commissioners, Prince Shue Pui-lap and Admiral Sah Chen-ping, since their arrival here yesterday afternoon until their departure at a late hour last night, spent only a few hours in this city, during which they were busily engaged in receiving visitors, attending dinners, etc. After being entertained at Admiral Li Chun's official residence, the Commissioners, accompanied by H. E. Viceroy Yuan Shu Hsun, the Three Tartar Generals and other officials proceeded to the Mun Lau Shu Yuen, where they were entertained at a tea-party given by the local gentry. Thousands of people gathered in the streets, through which the Prince, had to pass, with a view to catch a glimpse of the distinguished visitor. The congestion of traffic was so great, that the Police authorities had to drive the crowds away, and consequently the streets were empty when the Prince passed on his way to the reception hall. The people, who were anxious to do honour to the Commissioners, expressed disappointment with the action of the police. The Prince was received by Mr. Tang Wah Hi at the Mun Lau Shu Yuen, and an address of welcome was read by Mr. Ho Tai Fung. The building was tastefully decorated with foliage and silk-embroidered hangings for the occasion. At the conclusion of the tea-party the Commissioners once more proceeded to the Canton Chamber of Commerce, where they were received by H. E. Cheung Pat See. The Prince greatly admired the address presented to him, and the decoration of the building. A group photograph was then taken. It was nearly 10 o'clock when the tea-party was over, when the Commissioners proceeded into the city and after a short stay they boarded the cruiser Kiangsu and left for Hongkong, accompanied by H. E. Viceroy Yuan Shu Hsun, the Tartar Commander-in-Chief, Chui, the Tartar Governor and several other officials.

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

ANNUAL MEETING.

The eighth ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., was held at the Company's Office, St. George's Building, at noon to-day, for the purpose of receiving statements of accounts and the report of the general managers for the 11 months ending 31st July, 1909, and electing a consulting committee and auditors. Mr. Robt. Shaw was the chairman. There were also present:—Hop. Sir Paul Chater, Mr. H. P. White (consulting committee), Messrs. T. F. Hough, J. H. Young, A. G. Gordon, E. Owen, E. W. Terry, A. A. Cordeiro, Chan Chan Nam and S. A. Ricketts (secretary).

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen,—We now come before you with a statement of accounts made up to the 31st July last, which we trust you find satisfactory. The balance at credit of Profit and Loss account is \$46,483.42, and of this, we propose, with your approval, to allocate \$400,000.00 to Reserve Fund; and carry forward the balance \$6,483.42. The accounts are made up to the date named, as on that day the last instalment of the purchase money of the Canton Franchise and Property was received by us. Into our reason for parting with the Canton factory, I need not go very deeply. When we said in the Report that it was obvious we were losing ground at Canton, we thought it would be obvious to everyone. It is surely obvious that if we made \$52,561.27 in the six months ending 31st August, 1908, we had lost ground when we only made \$88,650.00 in the next eleven months. That is to say, our monthly earnings had fallen from \$8,760 to \$7,060; if that is not losing ground, then I don't know the meaning of plain English. We found we could not contend against the strong desire of the Chinese to get back the concession for lighting the city—a very natural and proper desire on their part, we admit—so we had to make a virtue of necessity and drive the best bargain we could. The negotiations were spread over a very long period for I mentioned the matter at our meeting last October, and although we strove hard for better terms, we had finally to close the sale for \$1,330,000.00. Out of this we had, of course, to pay off the Debetur Debt of \$450,000, with the premium of \$50,000 additional at once, and after further deductions (for payment of loans and sundry creditors, etc., there remained on 31st July in cash, in the Bank, \$587,407.85. As, of course, we have now no use for such a large sum of money, we propose to repay \$500,000 to shareholders as a return of Capital, say 5s per share on 100,000 shares. I find there is some confusion in shareholders' minds as to how we can pay \$500,000 out of \$46,000 profit, but that, of course, is not so, as we propose to repay Capital and not Profit. But perhaps it will be clearer if you look at this way. We made \$419,207 balance of proceeds, as we say, and besides that profit of \$410,000, there is the book value received for the property at Canton say about \$80,000, and if you add those two together and deduct the overdraft as well as the five lacs paid to Debetur holders, you will find that there are about six lacs odd left over as cash in hand. Any difference is accounted for by sundry payments and receipts on working account. It is clear therefore that we are quite able to return you \$500,000 and still have when all is said and done, well over one lac at least for the development of the Kowloon factory. Then comes the question of how this money is to be returned. I regret to say that it is not so simple as it looks, for it raises some knotty legal points. The difficulty is, of course, with the special one dollar shares. We cannot "return" a shareholder five dollars when he has only lent us one. We might buy up his rights with his shares you will say, but a company may not buy its own shares. It has been suggested that we might reduce the \$10 to the level of the \$1 share, or raise the \$1 to the level of the \$10 or return capital to the \$10 shareholder, and give a bonus out of profits to the \$1 man, but we are assured that every way bristles with difficulties, and that it will not be easy to formulate such a petition to the Court as the Court will have power to grant. The matter has been thoroughly threshed out by our solicitors with Counsel, and by their advice, it has been referred home for the opinion of Mr. Palmer, the great authority on Company Law. In the meantime I can only assure holders that it is our firm intention to treat both classes of shares alike and if there were no other way out of the difficulty, we would wind up and reconstruct, but I do not believe it will be necessary to take such a troublesome and expensive course as that. Under present circumstances it will be, I suppose, at least three months before the consent of the Court can be obtained, so we have placed the five lacs on fixed deposit in the Hongkong Bank for that period. I now come to Kowloon. At present the factory there is doing little more than cover its expenses, but we feel that Kowloon has a future before it, and that it would be folly to abandon the place and throw away all the benefit of our past work there. With the advent of the Railway, will come more work for us over there, but we must be better fitted to cope with it than at present. Our present engines are steam engines of an obsolete type, and very wasteful and costly to run. We must have modern engines of the latest and most effective and economical description, and we must also make provision for having to lay all our lines underground. This will, no doubt, use up all our surplus cash, but in return you will have a thoroughly up-to-date factory with power more than enough for all our probable requirements for some time to come. This question of alterations and additions to Kowloon is now being gone into very closely by our engineering charges, Mr. Hales, for we shall have only a limited amount to spend and must make it go as far as possible. With modern economical engines we shall of

course, reduce our working cost and increase our margin of profit, but you must not expect dividends right off, as that is a matter of time, and we shall be building and planning for the future. So far from speaking of dividends, I cannot even tell you yet what the capital of company is to be. The company received only \$550,000 capital, and now propose to pay you back \$500,000, so that all it will owe you will be fifty cents a share, or \$50,000 which should be our raw capital. But if we return \$500,000 to each class of shares, the original shareholders' capital will be \$250,000 while the special shares will remain at \$50,000, making the new capital \$300,000 nominally, but in effect \$500,000 as we must pay the same amount of profits to the \$50,000 as we do to the \$250,000; in other words the \$1 share will rank as \$5 for dividends. It is an awkward position and I shall be glad if Mr. Palmer can evolve some means by which the new capital can be stated at its real figure which is \$500,000. We must not, however, grumble at the special shareholders, for they came forward at a critical period, when had it not been for their assistance and the money they advanced, the Company would have had to stop and wind up, for want of funds. So if we have any money to divide to-day, we have to thank them for it. (Applause).

The Chairman proposed that the report and accounts as presented be adopted and passed. Sir Paul Chater seconded.

Carried unanimously.

Mr. Owen proposed, and Mr. Gordon seconded, the re-election of Sir Paul Chater, C.M.G., Dr. J. W. Noble, and Mr. H. P. White on the Consulting Committee.

Agreed.

On the motion of Mr. Hough, seconded by Mr. Young, Messrs. W. H. Potts and A. O'D. Gourdine were re-appointed auditors for the ensuing year.

The Chairman:—Gentlemen,—The meeting is over and I thank you for your attendance; but I will take this opportunity to make one remark. We are always glad if shareholders will come to us or write to us for any explanation they want and we shall be pleased at all times to give them all we can, but information that may be detrimental or injurious to the Company we cannot disclose for these are our duty to the Company comes in. We must protect the Company's interests even against the shareholders themselves if necessary, for shareholders are not always the best friends to their own Company. On the other hand I will say just as frankly that we will not be coerced or intimidated by the blustering or vapouring of those with no real interest in the Company nor am I in the least perturbed by the foolish letters of disappointed speculators to the newspapers dealing with figures which they do not understand and apparently are incapable of grasping the real meaning of. One muddlehead—I am sorry I cannot find a better word—writes plaintively asking where are the other nine lacs. I can't tell him. We received thirteen lacs from the sale, five of which we have already paid back, leaving nearly seven lacs in cash in the Bank out of which we are trying hard to pay you another five. That makes ten out of thirteen but where I am to find another nine on top of that and pay nineteen out of thirteen I do not know unless the gentleman expects me to repeat the miracle of the loaves and fishes or the widow's cruse of oil. Another anonymous scribbler complains bitterly that he sold out at the lowest point of the market and invokes the aid of the Registrar of Companies for what I don't know unless to have us all locked up for the consequences of his own miscalculations. The Registrar of Companies is not the Official he requires; it is the Commissioner in Lunacy. No, Gentlemen, if I were to be alarmed or disturbed by such nonsense as that, I should not deserve to be your manager. I should be unfit to sit in this chair. (Applause).

Mr. Hough expressed thanks and appreciation of the way in which the general managers and the Consulting Committee had carried out their duty. It was very hard for the general managers to be placed in the position they were in. The speaker referred to certain people whom he described as irresponsible, mischievous individuals. In conclusion, the speaker said he felt sure he was only voicing the opinion of shareholders who wished prosperity to the Company. (Applause).

The Chairman having thanked the last speaker, the meeting ended.

## WEDDING.

EASTERNBROOK-LITTLE.

The following description of the wedding of Mrs. Robert Little to Mr. R. F. Easternbrook is taken from the Lady's Pictorial. On the 18th instant (July) at the Church of Bisham, Berks, by the Rev. W. Farmer, Mr. Ronald F. Easternbrook was married to Mrs. R. W. Little, widow of the late Mr. R. W. Little, of Shanghai, China. The bride, who was given away by Admiral of the Fleet, Sir Edward Seymour, was attired in maize coloured satin, cut princess, with an overcoat of champagne-coloured ninon, edged with pearls, and she wore an oyster-pendant, the gift of the bridegroom, in honour of his nickname. She also carried a beautiful gold bag and ivory prayer book; gifts from her sister, Mrs. E. C. Pearce. The bride was attended by Miss Iona Wilkinson, daughter of Lady Wilkinson, whose costume consisted of white muslin and lace with a white hat. The best man was Mr. Bertie Wilkinson. In the afternoon the happy pair left for a motor trip to Cornwall. The bride's travelling costume consisted of a white muslin gown, fawn silk coat and Leghorn hat. Numerous friends and relations attended the ceremony, and also the reception at the home of the bride. The wedding presents were numerous and handsome. Messrs. W. and G. Boscard supplied the wedding cake. The hymn sung by the choir during the service was composed by Mr. F. L. Crompton, formerly organist at Holy Trinity Cathedral, Shanghai.

## HONGKONG HOTEL COMPANY, LIMITED.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong Hotel Co., Ltd., was held at the Company's Hotel, this afternoon, for the purpose of receiving a statement of accounts of the company, to the 30th June, 1909, with the report of the directors, and to discuss any matter that may be competently brought before the meeting. The Hon. Mr. E. Osborne (Chairman of Directors) presided. There were also present: Mr. W. Hutton Potts, Mr. J. W. C. Bonnar (directors), Messrs. C. Mooney (secretary), E. D. Haskell, She Po-sham, Ellis Kadoorie, M. S. Northcote, Lai Chan, Fung Fat-hang and A. F. Davies (manager).

The Secretary read the notice convening the meeting. The Chairman said:—With your permission we will take the report and accounts as read. The profit for the half-year was not quite up to the level of the same period in 1908, in consequence of the loss receipts having fallen off by \$10,858. When, however, it is taken into consideration that we were deprived of a large proportion of earning power by the rebuilding of the South Block and when also we take into account the check to pleasure travel which invariably accompanies depression in trade, I think we may congratulate ourselves that the Working Account shows up even as well as it does, especially so, considering the heavy expenditure on legal charges incurred through the re-issue of Debentures and increase of capital. The new gas engines are giving satisfaction; and though in point of economical working they fall short of estimates, yet the actual saving, apart from other considerations, is sufficiently large to justify their acquisition. The rebuilding of the South Block progresses favourably and this addition when completed, a year hence, will make a much needed, and we think profitable, finish to the Hotel.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Northcote, in seconding, said that when all things were considered the accounts were satisfactory.

Motion carried unanimously.

The Hon. Mr. E. Osborne was re-elected director on the motion of Mr. Haskell seconded by Mr. Kadoorie.

Mrs. Davies proposed and Mr. She-Po-sham seconded that Messrs. H. U. Jeffries and A. R. Lowe be re-elected auditors.

Agreed.

The Chairman:—Thank you, gentlemen, for your attendance. Dividend warrants will be ready on Monday.

## DUFFS AQUATIC SPORTS.

FIRST ANNUAL MEETING.

The Duffs Aquatic Sports were concluded yesterday afternoon at the Victoria Recreation Club's enclosure, kindly lent for the occasion, and in spite of the wretched weather prevailing throughout the afternoon, the P. and O. Lighter and the Club enclosure were simply packed to its utmost capacity. Unfortunately the popular Band of the Regiment was unable to attend on account of the death of one of its musicians during the morning. The finishes in all the swimming events were very good, some of the contestants just winning by a mere touch. Some excellent swimming was witnessed, particularly in the 100 yards open race for the members of the Victoria Recreation Club. The prizes were presented at the conclusion of the sports by Mrs. Bayard, wife of Colonel Bayard, D.S.O., the popular Colonel of the famous Regiment.

The following interesting programme was gone through:—

1.—4 p.m. THREE LENGTHS:—Corporal Burke won easily in 8 seconds. The fight for second place was very exciting, Lance Corporal Field just winning by a touch from Lance Corporal Brunker in 8½ seconds.

2.—4.15 p.m. TWO LENGTHS:—(Open to men who have learnt to swim this season.) Only three started in this race, all keeping close to one another, Private Sear getting in first in 66 seconds, Private Lankin second in 67 seconds. Boucher finished third.

3.—4.30 p.m. DIVING COMPETITION:—Green proved to be the best diver and won easily. Williams finished second and Smith third.

4.—4.45 p.m. RELAY RACE:—(Open to teams of 4 men per Company, each man swimming two lengths.)

"C" Company carried off the honours after a severe struggle with "A" Company, "F" Company finishing third.

5.—5 p.m. Two lengths:—(Open to the Boys of the Battalion.)

Five started in this event and after a close race, Master Redwan won in 7½ seconds, Master Stevens finishing a good second.

6.—5.15 p.m. Duck Hunt:—(Entries limited to 3 men per Company.)

Private Field won this event.

7.—5.30 p.m. THREE LENGTHS HANDICAP. (Open to Members of the Victoria Recreation Club.)

After a grand and very fast race, A. H. Carroll (over 6 sec.) secured first place, covering the 100 yards in the splendid time of 74 seconds. A. A. Claxton (over 12 sec.) coming in a couple of yards behind, with P. M. Remedios (over 12 sec.) a good third.

8.—5.45 p.m. WATER POLO:—(Right of Left Half Battalion.)

Right Half Team—Corporal Burke, Lance Corporal Vincer, Privates Jarvis, Southes, Stroud, Stiff and Gibberd.

Left Half Team—Bandman Barnard, Private Kennings, Page, Smith, Davis, Williams and MacMahon.

Both teams showed up well in the first portion of the game, the Right Half scoring twice. Soon after recommencement of play the Left Half put in their only goal. The Rights adding another three points to their credit, bringing the score up to 5 goals to one at the call of time.

Private Cloke was greatly missed by the men in the Left Half, and his absence partly accounts for the big score against his half of the Battalion.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE KIUKIANG MAN-SLAUGHTER CASE.

JUSTICE WILL BE DONE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

With reference to the Kiukiang alleged manslaughter case the British Minister, apprehending lest it might impair the friendly relations between China and Great Britain, has declared that justice will be done in the matter and that no partiality will be shown in favour of the accused.

## FEMALE EDUCATION.

## INCREASING NUMBER OF STUDENTS.

[By courtesy of the "Shing Po"]

Peking, 10th September.

Lord Li Ching-fong, Chinese Minister to the Court of St. James, has sent a telegram to the Ministry of Education to the effect that the number of girls who have completed their studies in Europe and are returning to China is increasing and recommends that early steps be taken to draw up regulations for examining them and granting them diplomas.

## EX-G. C. LUM SIU LING.

## SUMMONED TO THE PALACE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

The Prince Regent has summoned ex-Grand Councillor Lum Siu-ling to the Palace to consult him on important matters.

## SZECHUAN-HANKOW RAILWAY.

## THE AMERICAN LOAN.

[By courtesy of the "Shing Po"]

Peking, 10th September.

The funds for the Canton-Hankow Railway having already been provided, it is proposed by the Central Government to enter into an agreement with the United States for employing the money offered by America in the construction of the Szechuan-Hankow Railway.

## CHANG CHIH-TUNG.

## EXTENSION OF LEAVE.

[By courtesy of the "Shing Po"]

Peking, 10th September.

Grand Councillor Chang Chih-tung has applied for an extension of leave of twenty days.

## THE YOKOHAMA SPECIE BANK.

## A PROFITABLE HALF-YEAR.

The local manager of the Yokohama Specie Bank informs us that he is in receipt of a telegram from the head office to the effect that, at the half-yearly meeting of shareholders held at the head office of the Bank, Yokohama, on the 10th inst., it was resolved to pay a dividend of 12 per cent. p.a. for the half-year ending the 30th June, 1909, to add to the reserve fund Yen 400,000, and to carry forward the sum of Yen 1,555,000 to the next account.

## SHIPPING AND MAILS.

## MAILS DUE.

French (Oceanic) 15th inst.  
Indian (Namsang) 15th inst.  
English (Delta) 15th inst., 8 a.m.  
Canadian (Empress of India) 16th inst.  
Indian (Kamanga) 19th inst.

The s.s. *Rubi* left Manila on 15th inst., and is due here on 15th inst., at 6 p.m.  
The Barber Line's s.s. *Skimma* left New York on 9th inst., for the Far East.  
The T. K. K. s.s. *Nippon Maru* will be due at Hongkong on 15th inst., at noon.  
The C. N. Co.'s s.s. *Chinko* left Shanghai on 9th inst., and is due here on 15th inst.  
The C. N. Co.'s s.s. *Chusan* left Shanghai on 12th inst., and is due here on 15th inst.  
The P. & O. S. N. Co.'s s.s. *Dalla* left Shanghai for this port on 12th inst., at 6 p.m., with the outward English Mails and is due here on 15th inst., at 8 a.m.  
The C. P. R. Co.'s s.s. *Empress of India* arrived Kobe at 1:30 a.m. on 10th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 11 p.m. on 15th inst.

## Canton-Kowloon Railway Sensation.

## MR. BUTLER WRIGHT'S ARREST.

BEFORE THE SHANGHAI MAGISTRATE.

The N. C. D. News, of 7th inst., says:—A telegram which we received from our Hongkong correspondent on Sunday stated that it had been reported to the Police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon Railway, had disappeared.

The British authorities at Shanghai also received notice of the disappearance of Mr. Wright and the Police were instructed that a warrant had been issued for the arrest of the accountant. The British Consul-General, on the information telegraphed to him, issued a provisional warrant for Wright's arrest if he should come to this port and as the latter was reported to be travelling to Shanghai by the *Tenyo Maru* the warrant was counter-signed by the Japanese Consul-General so as to enable the Municipal Police to arrest the accused man on a Japanese ship.

The arrest was effected on the *Tenyo Maru* by Det.-Sgt. Gibson, who, with the assistance of other detectives, conveyed the prisoner to Shanghai. Wright was immediately brought up at the British Police Court and he was remanded in custody for seven days.

H. M. Police Court.

September 6.

Before G. W. KING, Esq., Police Magistrate.

REX v. WILLIAM BUTLER WRIGHT.  
William Butler Wright, accountant, a man of middle age, was brought up before the Court and informed by the Magistrate that a warrant had been issued by the Consul-General at Canton for his arrest on a charge of fraudulently embezzling \$13,000 on December 30, 1908, at Canton. His Worship added that the procedure would probably be that the Consul-General at Canton would send his warrant to Shanghai, and all his Worship could do at this stage was to take evidence of arrest and remand the accused until the warrant arrived from Canton.

The accused—In the meantime may I live at the Astor House under surveillance? I can satisfy the Court by going to the bank that I have means.

His Worship—No. I cannot do anything of that sort. I shall have to remand you in the custody of the British gao, and if you wish to communicate with the bank or a lawyer you can do so.

The accused—Before you actually commit me, may I attend to one or two matters of business with one of the constables?

His Worship—No, I do not think I can. What sort of business is it?

The accused—I should like to send a cable or two and make some arrangements with my bank for some funds.

His Worship—If you can get the prison authorities to agree to that, all right, but it will be then out of my hands. I cannot make any order in this Court. You have acknowledged that you are William Butler Wright.

The accused—Yes, but I was wrongfully arrested.

His Worship—Why?

The accused—On the warrant.

His Worship—You mean that the charge is wrong.

The accused—Yes, it is a false charge. There has been an embezzlement.

His Worship—Well, the warrant has been issued at Canton, and I know of nothing beyond that. I can speak to the Consular authorities, who are in charge of the gao, and they may be able to see their way to allow you to have this communication, but it is in their hands.

Det.-Sgt. Gibson, sworn, stated that in company with Det. Kay he proceeded to Woosung that morning at about eight o'clock. He went on board the *Tenyo Maru*, and arrested the accused there. Witness gave the usual caution and the accused did not make any statement.

His Worship announced that accused would be remanded for seven days in the custody of the British gao authorities, but that he might be brought up sooner on the arrival of the warrant from Canton. The accused would be allowed to see Mr. Barton with regard to his application, and his Worship would also communicate with him.

Wright then left the Court with a British Consular constable.

## ANOTHER ACCOUNT.

The Shanghai Mercury, of 6th inst., says:—Yesterday afternoon a couple of telegrams were received at the British Consulate-General in Shanghai containing information similar to that appearing in our telegraphic columns—that the chief accountant of the Chinese Section of the Canton-Kowloon Railway, by name William Butler Wright, for whose arrest on a charge of embezzling \$13,000 a warrant had been issued, was believed to be on board the s.s. *Tenyo Maru*, on a passage from Hongkong to Shanghai. A description of the man was wired up, and in view of the serious charge against him the Consular authorities at once took steps to have him arrested if aboard the steamer. The Consul-General accordingly issued a provisional warrant for Wright's arrest, and it was countersigned by the Japanese authorities, and put the matter into the hands of the Municipal Police. A number of detectives were detailed to board the vessel, and information being received from the shipping company that the *Tenyo Maru* was due at Woosung at an early hour this morning two detectives proceeded by trolley-car to Woosung Station, while another embarked on the tender as it left for the steamer. The actual arrest was made by Det.-Sgt. Gibson, who boarded the steamer and had little difficulty in finding the man he wanted. Wright was then taken ashore and in company with Det.-Sgt. Reeves and Det. Kay, Det.-Sgt. Gibson brought him to Shanghai. He was immediately taken to the British Court where at twelve o'clock his case was

opened before Mr. G. W. King, Police Magistrate.

The accused, who has the appearance of a man of about fifty, having a rather long grey beard and wearing spectacles, was well-dressed, and throughout the proceedings maintained a calm demeanour. In answer to the Magistrate he admitted that his name was William Butler Wright, and his Worship then proceeded to announce that a warrant had been issued by the Consul-General at Canton for his arrest on a charge of fraudulently embezzling \$13,000 on December 30, 1908, at Canton. The procedure, he stated, would probably be that the Consul-General at Canton would send his warrant to Shanghai, and all his Worship could do was to take evidence of arrest and remand the accused until the document arrived from Canton.

## NEW JAPANESE DESTROYERS.

Two large-type destroyers are now being built for the Imperial Japanese Navy, one at the Mitsuru Naval Dockyard and the other at the Mitsui Bishi Shipbuilding and Engine Works, of Nagasaki. In armament, speed and other respects they are both of the same style their dimensions being 1,150 tons displacement, 20,500 horse power and speed 33 knots, and both will be fitted with turbine engines. The largest destroyer in the navy hitherto was of 374 tons displacement having 7,400 horse power and a speed of 31.62 knots. In England the largest of the five destroyers now in course of construction has a displacement of only 1,000 tons, 15,500 horse power and 33 knots speed; while the biggest of the nine destroyers built and launched in 1907 and 1908 ranged between 795 and 935 tons. The horse-power of the last was also limited to 14,250 to 15,500, though their speed of 35.67 knots is somewhat superior to that of Japanese destroyers. As to the armament of the largest British destroyers, we are not in a position to give any accurate information: here owing to there being no official statement on the matter, but we shall not be far out if we infer that they carry two 4-inch guns and two torpedo tubes. Germany has no destroyers displacing over 670 tons with over 12,000 horse power having a speed of over 30 knots. Thus the new Japanese destroyers now building excel the biggest British destroyers by 150 tons displacement and 500 horse power, so that they can be said to be the largest ever built. The reason why our naval authorities saw the necessity of constructing such a large type lies, it is needless to say, in lessons learnt in the late war with Russia. For had our navy then been in possession of such destroyers as those now to be built, our fleet might have cut off the retreat of the enemy and more closely pursued its vessels, as was the case in the battle off Ulsan. The construction of large destroyers as well as big battleships has become the fashion among the naval powers he world over. As each squadron has its flagship carrying the officer in command, so a flag-destroyer is attached to each destroyer flotilla for the same purpose. In the case of naval manoeuvres when the destroyers of each naval station are organized into separate flotillas, a flagship is necessary for the commanding officers, who act as umpires. In such cases hitherto ordinary cruisers have been used as the flagship of the commander of the destroyer flotilla; but considerable inconvenience has been felt as these could not fully discharge the function of a flagship owing to their inferior speed; and from various other view points it has been felt necessary to have in future the commanding empire on a destroyer of superior capacity. This is one of the reasons that the sister vessels have been constructed.—*Japan Times*.

## FOREIGN SOLDIERS AND SAILORS.

## LANDING RESTRICTIONS IN HONGKONG.

The following regulations made by the Governor in Council are published in the *Gazette*:—  
1. Foreign ships of war shall not make any examination or survey of the shores or waters of the Colony either from such ships or by means of boats or otherwise.

2. Foreign soldiers or sailors, if unarmed, may be landed in the Colony within the harbour limits, without the prior consent of the Governor, provided that when it is desired to land a number of men exceeding one hundred, notice must be given by the senior officer in command of the foreign ships or troops concerned to the Colonial Secretary, in order that all facilities of which local conditions admit may be given. Applications for permission to land armed parties in connection with funerals or to take part in public ceremonies of an exceptional nature will be addressed to the Governor through the Colonial Secretary by the senior officer in command of the foreign ships or troops concerned. No application is necessary in the case of officers.

3. No foreign soldiers or sailors shall be landed in the Colony outside the harbour limits from any vessel without the permission of the Governor for which application must be made by the senior officer in command of the foreign ships or troops concerned.

## ADMIRAL LAMBTON'S COMMAND.

## A RUMOUR.

Tokio, Sept. 6.

It is rumoured that Vice-Admiral the Hon. Sir Hedworth Lambton, K.C.B., will shortly relinquish his command. He leaves Weihaiwei on the 9th inst., on board H.M.S. *King Alfred* and accompanied by H.M.S. *Monmouth* and will proceed to Yokohama.

It is rumoured that Vice-Admiral the Hon. Sir Hedworth Lambton, K.C.B., K.C.V.O., commanding the China Squadron, on the expiration of his tenure will be succeeded by Vice-Admiral Sir A. Berkeley Milne, who is now in command of the Second Division of the Home Fleet. The appointment would be a popular one, as Sir Archibald is an officer who has very high regard and esteem of those who have served under him.—*N. C. D. News*.

## NOTES BY THE WAY.

## THE LIQUOR QUESTION.

Apparently, the proposals recently brought forward by Government with a view to swell the Colony's depleted exchequer are a thorn in the side of the authorities. After the discussion on the question had been deferred *ad infinitum*, the general body of the public must have doubtless received a surprise to read the contents of a new Bill providing for the collection of excise upon intoxicating liquors which passed its first reading at the Legislative Council yesterday and created some discussion. The suddenness of the Bill's advent precludes the possibility of public criticism at present but the clause provided in the Bill will in time no doubt be productive of a great deal of comment by those who can speak on the subject with authority. It is matter for satisfaction to note that His Excellency the Governor is, for maintaining Hongkong's status as a free port, the expression of this sentiment being bound to meet with general acclamation on the part of those who are prominently identified with the Colony's industries. The passage of the Bill through Council will be watched with eager interest.

## CHINESE PORK IN ENGLAND.

The introduction of Chinese pork into England has of late been responsible for considerable comment by the British public. Judging from the favourable reception accorded to the succulent edible, there would appear to be a great future for the Chinese porker. Some time ago, Sir Thomas Sutherland, who directs the destinies of the P. and O.'s world-famous service, at a public meeting held in London, spoke in optimistic vein of the possibilities of the Chinese frozen pig industry. The opinion of the eminent merchant at the time provided abundant scope for the thrusts of humorists, who were inclined to scoff at the idea, but John Chinaman may now put himself on the back that there is to be an outlet for his superfluous meat. The stalwart English butchers have just discovered that there is more in Charles Lamb's dissertation on the origin of roast pig than meets the eye and have seen in the Chinese pork something of the how-to-be-rich-quick method. At any rate, the newly introduced delicacy will in time form an essential feature of the English breakfast table. Already, Free Traders and Tariff Reformers are being kept busy.

## OUR ANNUAL VISITOR.

So far, we have not been troubled by the typhoon fiend in its wonted peregrinations in close proximity to Hongkong at this time of the year. Late, however, the Director of the Observatory has been kept busy recording the movements of the unwelcome visitor to a grateful boat population. There is very little love lost between nervous folk and their cyclonic intruder, and a griffin who is anxious to see a "real, live" typhoon, as our American cousins say, unblushingly admitted to me that he very nearly had his wish gratified on Thursday night while crossing the harbour and was ready to shuffe off this mortal coil in orthodox style. The indications, however, point to the conclusion that it is likely that the Colony might be spared the attentions of the dreaded monster.

## A GALLANT CELESTIAL.

The average Asiatic is credited, whether rightly or wrongly, with a supreme indifference to their women-folk, but a Chinaman living in the Colony will hopefully put into the shade the most debonair Westerner. In the fatuous surroundings of the Police Court the other day, a Chinaman was placed in the dock for the theft of some money. On being asked the reason of his having committed the larceny, the prisoner replied, in presence of a blushing lady present in the Court-room that he was driven to the theft owing to the fact that he was about to take unto himself a wife. There are all sorts of matrimonial troubles, but the one under the reader's ken is of rare occurrence. It is not known whether the presiding magistrate appreciated the gallantry of the Celestial but he was unfeeling enough to impose a fine on the impecunious bridegroom. Such is justice.

## SCIENCE IN EXCELSIS.

Some startling scientific statements were made at the sitting of the Health Congress at Leeds. A local headmistress startled her auditors by stating that young girls frequently formed strange attachments for the headmistress. A lady delegate interpolated the remark: "And in the mixed schools for the headmaster, which is a trifle dangerous." A London medico was responsible for the statement that many women seemed to be approximating to the male type, and there was a tendency for the growth of hair upon their faces. Another medical man was of opinion that canned meat and fruit had been found contaminated with lead and tin, which is reminiscent of the Chicago meat scandal. These startling statements, uttered for the benefit of a waiting world, are bound to excite the suspicions of innocent people who have done the illustrious scientists no harm. Christopher Columbus! What are we coming to!

## THE MUCH-MALIGNED MOON.

An American professor claims to have discovered the origin of the moon. As it also an American who claims to have discovered the North Pole, it is not incumbent on the reader to place much reliance on the professor's statement. According to the learned one, we have for the first time a correct idea of the origin of the moon. It is nothing more or less than a planet that came to the earth from celestial space. The fact that the professor occupies the position of Director of the Naval Observatory at Mare Island has not been sufficient to prevent another Yankee professor from giving expression to the opinion that he believed that the situation would fully agree with him that the aberrations of the professor in question were more deserving of pity than of censure. On top of that comes an effusion in the form of a stanza by a third moon-struck party in defence of Luna. What has the man in the moon to say to that?

## ANNUAL CRITIC.

## To-day's Advertisements.

## QUEEN'S COLLEGE.

TERM begins on TUESDAY, September 14th, at 9 A.M.

E. RALPHS, Headmaster.

Hongkong, 11th September, 1909. [650]

## "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.  
(With liberty to call at the Malabar Coast).

THE Steamship

"INVERESK,"

will be despatched as above on or about the 16th October.

For Freight, apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Hongkong, 11th September, 1909. [651]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 16th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., LIMITED, Agents.

Hongkong, 11th September, 1909. [646]

## FROM EUROPE.

THE H.A.L. Steamship

"NICOMEDIA,"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.  
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 11th September, 1909. [653]

## YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUNDS....." 15,000,000

Head Office—YOKOHAMA

## Branches and Agencies.

TOKIO.	CHEFOO.
Kobe.	TIENSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	FORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 5 per cent.

per annum on the Daily Balance.

On fixed deposit:—

For 12 months.....4 1/2 per cent.

" 6 "....." 3 1/2 "

" 3 "....." 3 "

TAKEMO TAKAMIOHI, Manager.

Hongkong, 11th September, 1909. [17]

## Intimations.

## THE DAIRY FARM Co., LIMITED.

## BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule:—

"Honeysuckle" brand	.....\$1.00
"Daisy"	.....80
"Dairymaid"	.....70
"Buttercup"	.....65
Hongkong, 25th August, 1909.	(380)

## PILSENER

## "ASAHI"

-AND-

## "SAPPORO" BEER.

## LIGHT AND

## REFRESHING

## SUMMER BEVERAGE.

## OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR &amp; Co.

H. PRICE &amp; Co.

A. S. WATSON &amp; Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

-AND-

EVERYWHERE.

SOLE AGENTS:

THE NITTSUI BUSSAN KAISHA.

[471]

## CLUB WHISKY

## AGE, QUALITY

-AND-

## MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$14 - - - Per Case.

H. PRICE &amp; CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 126.



Hongkong, 11th September, 1909.

[17]



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.  
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20-Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.  
Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.  
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.  
Through Passengers are allowed Stop over privileges at the various points of interest on route.  
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.  
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.  
Via Canadian Atlantic Port ..... 43.  
Via New York ..... 45.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
W. GRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA NINGPO	"CHOYSANG"	SUNDAY, 13th Sept., Daylight.
S'PORE, SAMARANG & SOERABAYA	"NAMSANG"	TUESDAY, 14th Sept., 2 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	THURSDAY, 16th Sept., Noon.
& MOI	"TINSANG"	FRIDAY, 17th Sept., 4 P.M.
SHANGHAI	"CHEONGSHING"	FRIDAY, 17th Sept., 4 P.M.
TIENSIN	"LOUNG SANG"	FRIDAY, 17th Sept., 4 P.M.
MANILA	"HINSANG"	SUNDAY, 19th Sept., Daylight.
S'PORE, SAMARANG & SOERABAYA	"WINGSANG"	SUNDAY, 19th Sept., Daylight.
SHANGHAI	"WINGSANG"	THURSDAY, 23rd Sept., 2 P.M.
S'GAPORE, PENANG & CALCUTTA	"POOKSANG"	THURSDAY, 23rd Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).  
The steamers "Kaitang", "Namsang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Ohefu, Tientsin & Newchwang.  
Taking Cargo on through Bills of Lading to Kaitang, Lahad, Data, Singapore, Tawau, Usukan, Jesselton and Labuan.  
For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
Telephone No. 61.  
Hongkong, 10th September, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail
SHANGHAI	"LINAN"	12th Sept., Daylight.
MANILA	"TEAN"	14th " 3 P.M.
SHANGHAI	"CHINHUA"	16th " 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	17th " "
SHANGHAI	"CHENAN"	19th " Daylight.
MANILA	"TAKING"	21st " 3 P.M.
WEIHAIWEI, CHEFOU & TIENSIN	"HUJHOW"	22nd " 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	22nd " "
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd " "
AUSTRALIAN PORTS	"ANHUI"	23rd " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

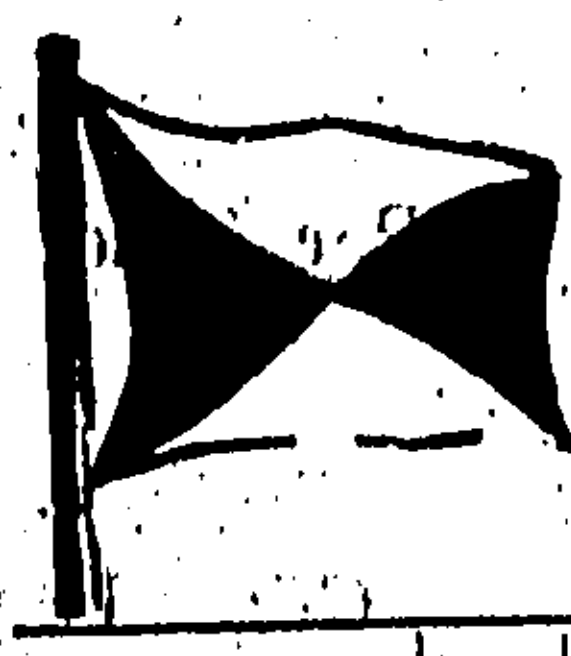
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuanan, Linan, Chinsui,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$90 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE.

Telephone No. 36.  
10th Sept., 1909.

## HONGKONG—MANILA.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 18th Sept., at Noon.
LAPIO	2540	R. Rodger	"	SATURDAY, 19th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.

General Managers.

10th Sept., 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,  
KOBE, YOKOHAMA, HONOLULU and  
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 16th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.  
TOYO KISEN KAISHA, York Building.

Hongkong, 1st September, 1909.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 20th Oct., at Noon.
Do	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMAU, SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 13th Sept., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 15th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 10th September, 1909.

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## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HITACHI MARU, Capt. N. Mathison, Tons 7000	WEDNESDAY, 29th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"S. TANGO MARU," Capt. S. Ishikawa, Tons 8000	TUESDAY, 22nd Sept., at 4 P.M.
KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 1st Oct., at Noon.
SHANGHAI, MOJI AND BOMBAY, Via SINGAPORE AND COLOMBO	YAWATA MARU, Capt. T. Sakine, Tons 5000	FRIDAY, 25th Oct., at Noon.
	YAWATA MARU, Capt. T. Sakine, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
	"IYO MARU," Capt. S. J. G. Parsons, Tons 6500	FRIDAY, 17th Sept., at A.M.
	KITANO MARU, Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept., 5 P.M.
	"CYLON MARU," Capt. Fred. E. Cope, Tons 6000	FRIDAY, 17th September, A.M.
	"YEBOSHI MARU," Capt. B. Koo, Tons 4500	THURSDAY, 16th September.

‡ Cargo only.

‡ Fitted with new System of wireless telegraphy.

‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—

## EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaka Maru	(Capt. T. Mura)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Cope)	About Wednesday, 17th November.

## CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager. (101-111)

## Shipping—Steamers.

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO  
SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

## THE Steamship

"AMIRAL DUPERRÉ,"

expected to arrive on or about September.

For further particulars apply to

MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, 27th July, 1909.

[58]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE."

Captain Helms will be despatched as above

on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

G. B. LIVINGSTON & Co.,  
Agents.

Hongkong, 26th August, 1909.

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## HONGKONG—NEW YORK.



## AMERICAN-ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 24th August, 1909.

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## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER B.C. TACOMA &amp; SEATTLE

via

MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Superic"	6,232	S. Shotton	10th Sept.
"Oceano"	4,657	F. W. Davies	21st Oct.
"Kameric"	6,232	J. Mathis	18th Nov.

\* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL &amp; CO., LIMITED

General Agents.

Queen's Buildings.

Hongkong, 31st August, 1909.

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## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" ... Capt. E. S. BROWN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

and

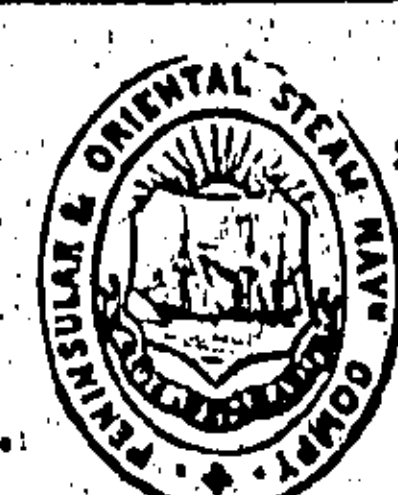
SHIU ON S.S. CO., LTD.

No. 1, Queen's Road West.

Hongkong, 2nd Sept., 1909.

[11]

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

FOR  
STRAITS, GUYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, FLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for "PAVIA,"  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Morea," 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on 30th October, 1909.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,

Superintendent

Hongkong, 6th September, 1909.

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## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI."

Captain Dini, will be despatched as above on

TUESDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 10th September, 1909.

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## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

## THE Steamship

"CATHERINE APCAR."

Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 8th September, 1909.

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## "SHIRE" LINE OF STEAMERS, LIMITED.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 2ND.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 443.

Via New York ..... 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRAHAM, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA NINGPO	"CHOY-SANG"	SUNDAY, 13th Sept, Daylight.
S'PORE, SAMARANG & SOERABAYA	"NAMSANG"	TUESDAY, 14th Sept, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	THURSDAY, 16th Sept, Noon.
SHANGHAI	"TANG-SANG"	FRIDAY, 17th Sept, 4 P.M.
TIENSIN & WEI-HAI-WEI	"CHOY-SANG"	FRIDAY, 17th Sept, 4 P.M.
MANILA	"LOUNG-SANG"	FRIDAY, 17th Sept, 4 P.M.
S'PORE, SAMARANG & SOERABAYA	"HINSANG"	SUNDAY, 19th Sept, Daylight.
SHANGHAI	"WINGSANG"	SUNDAY, 19th Sept, Daylight.
S'PORE, SAMARANG & SOERABAYA	"WINGSANG"	THURSDAY, 23rd Sept, 2 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kaitang", "Namsang" and "Hinsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (if passengers leave the steamer at Yokohama and rejoin at Kobe).

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 11, Hongkong, 10th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	12th Sept, Daylight.
MANILA	"TEAN"	14th " 3 P.M.
SHANGHAI	"CHINHUA"	16th " 4 P.M.
CEBU & LOILO	"SUNGKIANG"	17th " "
SHANGHAI	"CHENAN"	19th " Daylight.
MANILA	"TAMING"	21st " 3 P.M.
WEI-HAI-WEI, CHEFOO & TIENSIN	"HUOHOW"	22nd " 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	22nd " "
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd " "
AUSTRALIAN PORTS	"ANHUI"	23rd " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chefoo, Linan, Chihua),

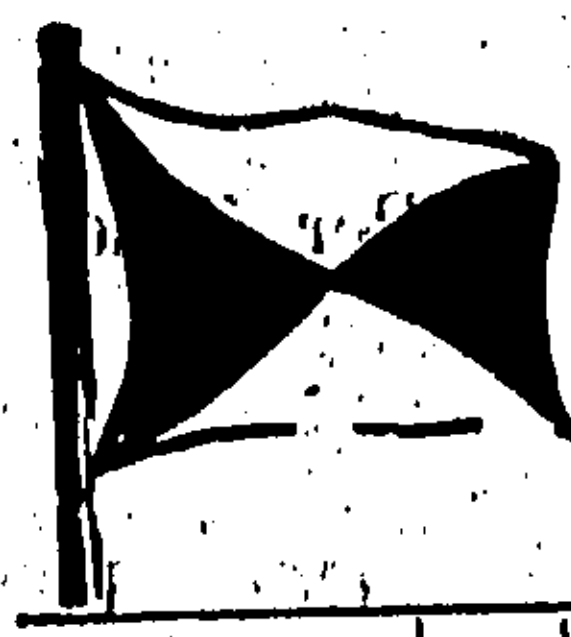
with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$90 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 16, Hongkong, 11th September, 1909.

HONGKONG—MANILA.  
CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	1540	R. W. Almond	MANILA	SATURDAY, 18th Sept, at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 25th Sept, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 11, Hongkong, 11th September, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 1st September, 1909.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	5,178	SATURDAY, 20th Oct., at Noon.
Do	"FITZPATRICK" Capt. E. R. Hutchingson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI & SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 13th Sept, at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 15th Sept, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th September, 1909.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID	"INABA MARU" Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept, at Daylight.
VICTORIA, B.O. & SEATTLE	"HITACHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 29th Sept, at Daylight.
Via SHANGHAI, MOJI, KOBE, YOKOHAMA	"SHINANO MARU" Capt. K. Kawara, Tons 6500	TUESDAY, 14th Sept, at 4 P.M.
SYDNEY & MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"TANGO MARU" Capt. S. Ishikawa, Tons 8000	TUESDAY, 28th Sept, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct, at Noon.
KOBE AND YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 20th Oct, at Noon.
SHANGHAI, MOJI AND BOMBAY, VIA SINGAPORE AND COLOMBO	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 19th Sept, at Noon.
	"IYO MARU" Capt. S. J. G. Parsons, Tons 6500	FRIDAY, 17th Sept, at Noon.
	"KITANO MARU" Capt. F. E. Cope, Tons 9000	FRIDAY, 24th Sept, 5 P.M.
	"CRYLON MARU" Capt. Fred. Pyne, Tons 6000	FRIDAY, 17th September, A.M.
	"YEBOSHI MARU" Capt. B. Kon, Tons 4500	THURSDAY, 16th September.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

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EUROPEAN LINE.

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Miyasaka Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Cope)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

## Shipping—Steamers.

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE,"

expected to arrive on or about September.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909.

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## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

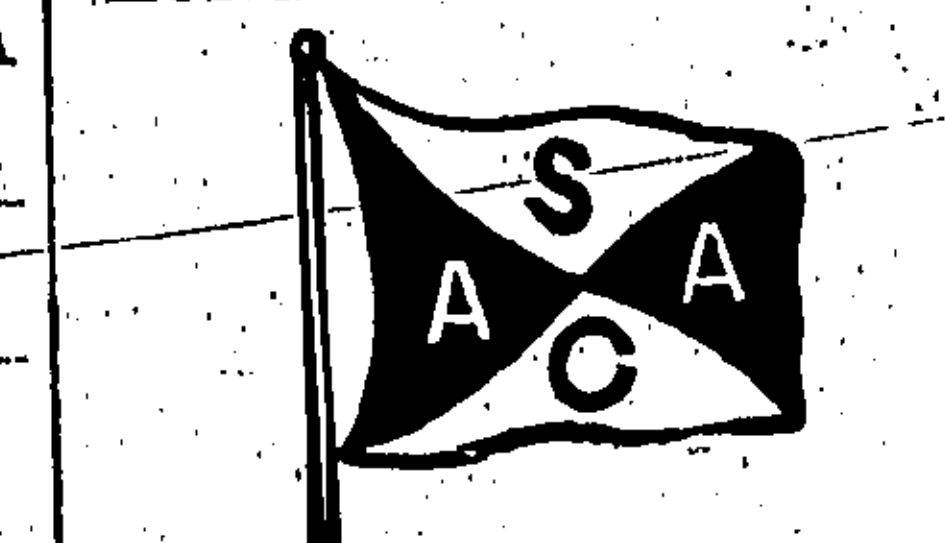
GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 26th August, 1909.

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## HONGKONG—NEW YORK.



## AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th August, 1909.

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## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Superior"	6,232	S. Shotton	30th Sept.
"Oceano"	4,657	F. W. Davies	7th Oct.
"Kumera"	6,232	J. Mathis	18th Nov.

\* These steamers are specially fitted for the

carriage of Asiatic Stevedores' passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings.

Hongkong, 31st August, 1909.

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## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" ... Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are

second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD.,

and SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 26th August, 1909.

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## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for JAPAN, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moran", 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo, into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt", due in London on 30th October, 1909.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,



"even-riding the great danger of India."



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SH. RES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,008,234	{ Interim of £2 for account 1909 @ ex 1/9 = \$11.72	4 %	{ \$995 buyers London £93
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £500,000 }	\$30,551	\$2 (London 3/6) for 1903	...	\$65 buyers
<b>MARINE INSURANCE.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$237,757 \$411,000 \$185,000 }	none	\$14 for 1907	7 1/2 %	\$185 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 309,747 Tls. 118,277 }	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 118
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$500,000 \$199,848 \$105,548 \$68,500 }	\$2,454,921	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,475 \$199,864 }	\$707,627	\$12 and bonus \$3 for 1907	7 1/2 %	\$235
<b>FIRE INSURANCE.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$375,341 \$138,661 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$185,501 \$1,418,773 }	\$568,711	\$27 for 1907	8 %	\$355 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$9,000 \$264,638 }	\$7,085	\$1 for 1908	...	\$81 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$99,007 }	NIL	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$500,000 \$617,500 \$119,267 }	\$21,790	Interim of \$1 1/2 for account 1909	7 1/2 %	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £22,645 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$60
Do. do. (Deferred)	60,000	£5	£5	{ £100,000 £22,645 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	71/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$100,000 \$65,000 }	\$3,121	{ \$1.00 for year ending 10.4.1909 \$0.50	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$46,850 }	\$3,121		3 1/2 %	\$151
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$147 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$15,803	\$3 for 1907	...	\$25 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 295 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18.20 s.
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £12,289 }	£11,556	No. 12 of 1/- = 48 cents	...	\$84 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$48,836 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$500,000 \$26,806 }	\$20,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$500,000 \$26,806 }	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$614
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,261	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 791 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 191,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$1,000 \$1,000 }	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$500,000 \$68,975 }	\$895	Final of \$3 making \$6 for 1908	...	\$75 ex n.f.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$13,918 }	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 %	\$45 new
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$22,172 }	\$5,486	60 cents for 1908	6 1/2 %	\$92 sellers
Kowloon Land and Building Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$22,172 }	\$5,486	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,531,045 Tls. 300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$500,000 Tls. 1,000,000 }	\$1,068	Interim of \$2 for account 1909	8 1/2 %	\$44
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,929 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 1381 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$30,000 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 8,372 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 91
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 1123 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 300	Tls. 300	{ Tls. 31,172 Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 445 sales
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Asbestos Agency, Limited	8,604	12/6	12/6	{ £1,500 £40,000 }	£448	1/10 per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$15	\$15	{ \$1,000 \$40,000 }	NIL	\$1.20 or 1908	9 %	\$131 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 \$40,000 }	\$61,138	50 cents for year ended 28.2.06	...	\$61 sellers
Do. do. special shares	50,000	\$10	\$10	{ \$1,000 \$40,000 }	\$61,138	80 cents for 1908	8 1/2 %	\$9.60 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$8,000 }	\$2,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$171 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 \$8,000 }	\$48	Final of 50 cents making 90 cents for 1908	10 %	\$8.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$5,000 }	\$3,755	80 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$5,000 }	\$5,000	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$201
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$5,000 }	\$5,195	Interim of \$2 for account 1909	10 %	\$188 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$7,500 }	\$7,500	Interim of \$1 1/2 for account 1909	8 1/2 %	\$24 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$24,500 }	\$8,190	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,030 s.
Maatschappij tot Mijn. Bosch en Landbouw op plantage in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 54,750 }	Tls. 116,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$24,500 }	\$2,204	None	3 %	\$9 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$1,000,000 \$24,500 }	\$2,204	None	...	\$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$24,500 }	\$2,204	None	...	\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,150	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 1331 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000 \$24,500 }	Dr. \$56,602	None	...	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$1,000 \$24,500 }	\$235	40 cents for year ending 31.5.08	7 %	\$51
Union Waterboat Company, Limited	10,000	\$10	\$10	{ \$1,000 \$24,500 }	\$172	60 cents for year ending 31.12.08	5 %	\$102 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,000 \$24,500 }	\$1,260	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$24,500 }	\$2,113	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000 \$24,500 }	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
<b>RUBBERS.</b>								
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1	{ \$1,000 \$24,500 }	none	30 % = 6/- per share for year 1908	...	\$27.13 sellers
Do. do. (partly paid)	103,500	£1	£1	{ \$1,000 \$24,500 }	none	30 % = 6/- per share for year 1908	...	\$26.15
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ \$1,000 \$24,500 }	\$7.4	25 % for year ending 31.3.09	...	\$514 buyers
Castlefield Rubber Estate, Limited (fully paid)	6,000	\$10	\$10	{ \$1,000 \$24,500 }	none	25 % for year ending 31.3.09	...	\$2.10
Do. do. (contributory)	24,000	\$10	\$10	{ \$1,000 \$24,500 }	none	25 % for year ending 31.3.09	...	\$2.10
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	{ \$1,000 \$24,500 }	£8,784	None	...	\$2.10
Do. do. (contributory)	181,454	£1	£1	{ \$1,000 \$24,500 }	£8,784	None	...	\$2.10
Kuala Lumpur Rubber Co., Limited	182,000	\$10	\$10	{ \$1,000 \$24,500 }	1,820	3 % for year ending 30.6.08	...	\$2.15 buyers
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	{ \$1,000 \$24,500 }	none	6 % for year 1908	...	\$2.15 buyers
Do. do. (7% pref.)	10,100	£1	£1	{ \$1,000 \$24,500 }	£4,000	7 % for year 1908	...	\$2.15 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ \$1,000 \$24,500 }	none	15 % for year ending 31.12.08	...	\$2.15 buyers
Do. do. (8% pref.)	2,500	\$10	\$10	{ \$1,000 \$24,500 }	none	15 % for year ending 31.12.08	...	\$2.15 buyers
Ledbury Rubber Estates Limited	62,000	£1	£1	{ \$1,000 \$24,500 }	none	15 % for year ending 31.12.08	...	\$2.15 buyers
Do. do. (contributory)	40,000	£1	£1	{ \$1,000 \$24,500 }	none	15 % for year ending 31.12.08	...	\$2.15 buyers

\* These shares are entitled to half of the profits

## Intimations.

## COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.

Denmarks Pride



HEYMANS BUTTER.

SIEMSEN &amp; CO., Sole Agents.

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## REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN &amp; CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

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## VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, general and local weakness, and all other ailments of the nervous system, are speedily relieved by the use of this Food. It is a tonic, a stimulant, a restorative, and a preservative of the vitality of the brain and nerves, and is equally effective in all cases of nervous debility, whether induced by over-work, over-excitement, or by any other cause. It is a Food for the Brain and Nerves, and is equally effective in all cases of nervous debility, whether induced by over-work, over-excitement, or by any other cause. It is a Food for the Brain and Nerves, and is equally effective in all cases of nervous debility, whether induced by over-work, over-excitement, or by any other cause.

## VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether of a chronic or acute nature, and in whatever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gonorrhea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, morbidly bad legs, bad breasts, abscesses, ulcers, sores, gonorrhea or Derris-like neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine" whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Once in Hongkong, 20. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons purveying.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and efficient means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on urinary derangements, secondary symptoms, syphilis, &c. No sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order or Remittance from THE VETARZO REMEDIES CO., Gospel Oak, London, or of Agents for above medicines. Price 10 pence Post Free.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYOULLA, and POONA.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD. LEE YEE HAIR DRESSING SALOON.

(CAPITAL PAID UP .....\$1,350,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1908.